

**FINAL ENVIRONMENTAL IMPACT REPORT AND
SUPPORTING DOCUMENTATION**

RANCHO SANTA FE ROUNDABOUTS PROJECT

County Project No. 1009758

State Clearinghouse Number 2007101081

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
San Diego, CA 92123**

September 2016

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RANCHO SANTA FE ROUNDABOUTS PROJECT

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION**

STATE CLEARINGHOUSE NUMBER 2007101081

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ATTACHMENT A

VICINITY MAP

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT A

Vicinity Map

RANCHO SANTA FE ROUNDABOUTS PROJECT FINAL ENVIRONMENTAL IMPACT REPORT SCH # 2007101081

Lead Agency:

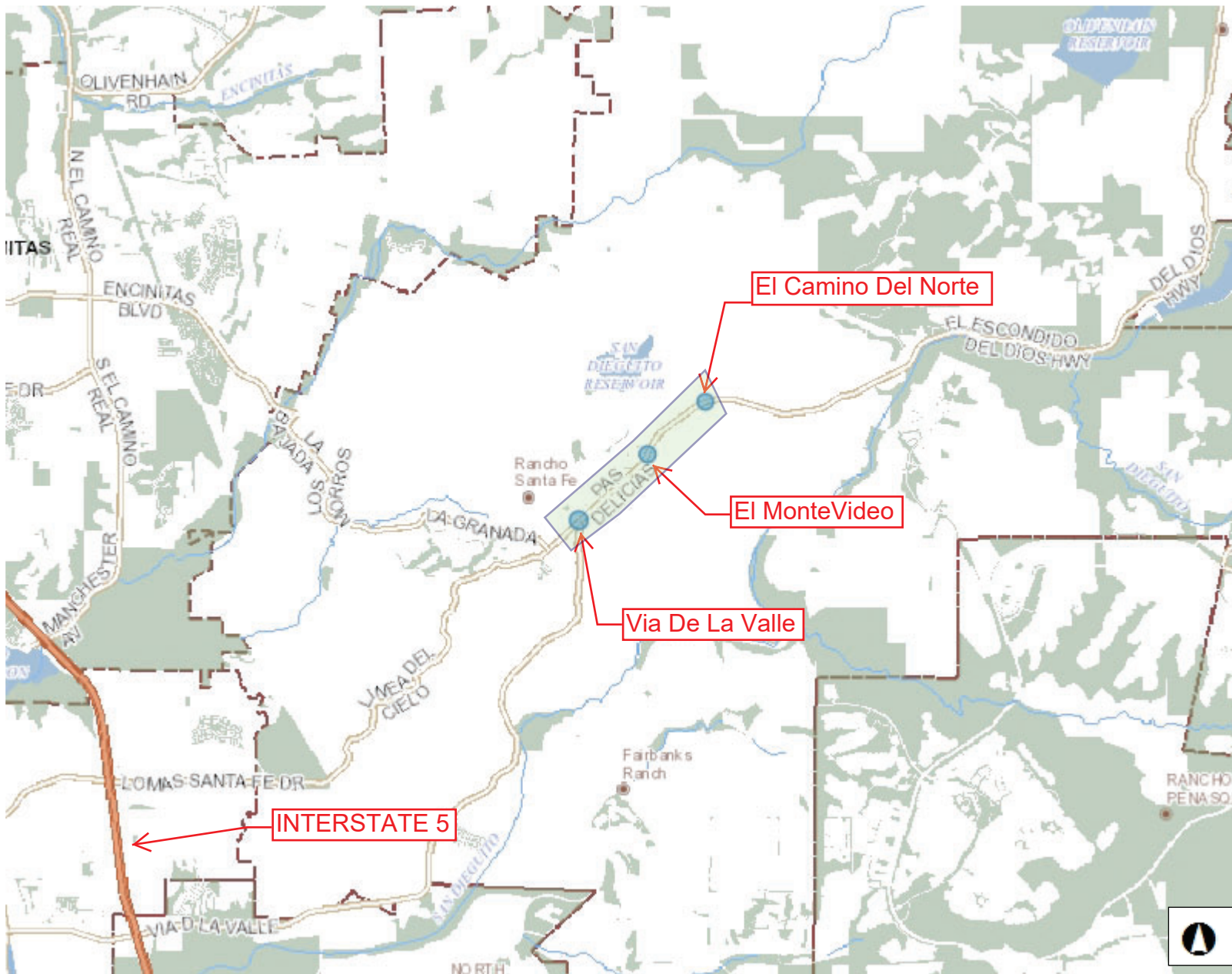
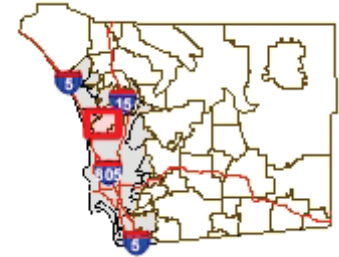
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**Contact: Gail Jurgella Getz, Environmental Planning Manager
(858) 694-3911**

September 2016

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Rancho Santa Fe Roundabouts Vicinity Map



Legend

 Project Limits

Appendix A

Date: May 11, 2016

2.1 0 1.05 2.1 Miles

ATTACHMENT B

**ERRATA SHEET FOR THE
FINAL ENVIRONMENTAL IMPACT REPORT**

DRAFT ENVIRONMENTAL IMPACT REPORT

**DRAFT ENVIRONMENTAL IMPACT REPORT
TECHNICAL APPENDICES (INCLUDED AS A CD)**

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT B

ERRATA SHEET

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
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(858) 694-3911**

September 2016

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ERRATA SHEET FOR THE RANCHO SANTA FE ROUNDABOUTS PROJECT FINAL ENVIRONMENTAL IMPACT REPORT

SCH # 2007101081

This errata sheet identifies changes to the Draft Environmental Impact Report (DEIR) for the Rancho Santa Fe Roundabouts Project. The text of the DEIR has not been altered. This errata sheet identifies specific locations in the DEIR where changes have been made for clarification or amplification purposes. The changed text is provided in the subsequent pages. Deletions from the DEIR are shown as ~~strikethrough~~ text and revisions/additions are shown as underlined text.

The following is a list of pages and locations (section, page, and paragraph) in which the changes are to be included in this Final EIR.

FEIR Section	Location (section, page, and paragraph)
1. Table of Contents	List of Appendices added to the DEIR, page vii
2. Table of Contents	List of Acronyms and Abbreviations, page xiv
3. Summary	Table S-1, page S-5
4. Chapter 1	Section 1.2.1.2, page 1-3, first paragraph
5. Chapter 1	Section 1.2.1.3, page 1-4, second paragraph
6. Chapter 1	Section 1.7 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area, page 1-11, fourth paragraph
7. Chapter 1	Table 1.1 Project Approvals and Permits, page 1-33, second row
8. Chapter 2	Section 2.1.3, page 2.1-12, fourth paragraph
9. Chapter 2	Section 2.1.5 Mitigation, pages 2.1-13, last paragraph
10. Chapter 2	Section 2.2.1.1, page 2.2-1, first paragraph
11. Chapter 3	Section 3.1.4.1, page 3-45, third paragraph
12. Chapter 3	Section 3.1.4.1, page 3-46, last paragraph
13. Chapter 3	Section 3.1.9, Table 3.1.13, page 3-92, first row
14. Chapter 4	Section 4.1.2.5, page 4-3, first paragraph
15. Chapter 4	Section 4.4.1, page 4-5, bulleted list
16. Chapter 4	Section 4.4.3, page 4-7
17. Chapter 4	Table 4.2 Comparison of Alternative Intersection Operations under Existing and Year 2030 Operations, page 4-16, bottom row
18. Chapter 5	Page 5-2, second to last paragraph
19. Appendices	Appendices added to the DEIR that contain clarifying information

The following changes are incorporated into the text of the Final EIR by these errata:

1. Table of Contents, list of appendices, page vii

Add to the list of Appendices:

M-1 Traffic Analysis—Validation Assessment

M-2 Traffic Analysis—Roundabout Methodology

M-3 Traffic Analysis—Via de la Valle/Las Colinas Intersection Improvements

N Updated Cultural Resources Study

O Energy Analysis

2. Table of Contents, list of acronyms and abbreviations, page xiv

Add to the list of acronyms and abbreviations:

PDS Department of Planning and Development Services

3. Summary, Table S.1, page S-5

Impact Number and Description of Impact	Mitigation Measure	Significance After Mitigation
2.1 Biological Resources		
BI-1. Two coast live oak trees occur within ornamental landscaping in the study area at the Via de la Valle/La Fremontia intersection, one of which is within the project footprint (see Figure 2.1.3). As currently designed, construction of the proposed project is anticipated to avoid impacts on the coast live oak tree and its root zone. In the event that impacts on the coast live oak tree cannot be avoided during construction, the resulting impact would be considered a significant direct impact pursuant to Senate Bill 1334, which states conversion of oak woodland is subject to CEQA and must be mitigated.	M-BI-1. <u>Upon the conclusion of construction, a biologist will inspect the coast live trees for damage (initial inspection).</u> In the event that impacts on any coast live oak individuals (or their root zones) occur as a result of project implementation, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project. These <u>The health and vitality of avoided oaks and any new plantings shall be monitored every two weeks during a 120-day plant-establishment period; monitoring shall continue on a decreasingly frequent basis for a period of five years.</u> In the event that coast live oak replacement plantings do not successfully establish within the monitoring period, these plantings shall themselves be replaced. <u>More detailed monitoring and success criteria requirements will be defined during preparation of the final landscaping plan, which will be prepared prior to the commencement of construction.</u>	Less Than Significant

4. Chapter 1, Section 1.2.1.2, Roundabouts Design, page 1-3, first paragraph

Roundabout Design

The proposed roundabouts have been designed to prioritize safety for pedestrians, bicyclists, equestrians, and motorists. The design is based on the Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts contained within the FHWA Informational Guide on Roundabouts (Publication No. FHWA-RD-00-67), which is appropriate for the existing roadway conditions on Paseo Delicias in terms of lane width, traffic volume, roadway geometry, and posted speed limit. The FHWA guidance recommends a diameter between 100 and 130 feet, with a raised central island, for single-lane roundabouts that serve up to 20,000 vehicle trips per day that could include larger design vehicles, such as pick-up trucks pulling large horse or stock trailers. Other factors that were considered to determine the roundabouts' diameters and overall design include adequate sight distance, motorist awareness of the intersection feature, alternative transportation modes, speed of approaching vehicles, surrounding land use character, and turn geometries that appropriately control vehicle speed through the roundabouts.

The proposed roundabout size has been minimized to the extent feasible to still accommodate large trucks, emergency vehicles, vehicles with trailers, and bus traffic. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 48- to 54-foot diameter central island, a 12- to 15-foot-wide truck apron, and a 16-foot-wide travel lane. The roundabouts were designed to accommodate future intersection traffic volumes as forecasted through the year 2030. If funding is identified for construction of roundabouts, the design would undergo a 3rd party review and would be revisited based on current standards in place at that time. No changes to the posted speed limits or segment characteristics are part of the proposed project.

5. Chapter 1, Section 1.2.1.3 Roundabout Intersection Design Features; Via de la Valle/La Fremontia Intersection, page 1-4, second paragraph

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment would improve the intersectional separation between the Via de la Valle/Las Colinas and Paseo Delicias/Via de la Valle intersections, allow continuous traffic flow through the three street segments in the roundabout, and would provide full access to Las Colinas from Via de la Valle. A left-turn pocket into Las Colinas from Via de la Valle would also be constructed to facilitate smoother flow for through traffic passing this intersection. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway.

6. Chapter 1, Section 1.7 List of Past, Present, and Reasonably Anticipated Future Projects in the Project Area, page 1-11, fourth paragraph

Both the List Method and the Summary of Projections Method are used in this EIR. The geographic scope of the cumulative study area for most resources is depicted in Figure 1.10. The cumulative study area was defined based on the characteristics of most resources analyzed in this EIR and the probability for impacts on those resources to cumulate with other projects in the area. The cumulative study area includes the Paseo Delicias/Del Dios Highway corridor of the project area plus the surrounding approximately 2.7 miles, which is the distance to the farthest project that would still have the potential to contribute to a cumulative impact. Research was conducted at the County Department of Planning ~~and Land Use (DPLU)~~ and Development Services (PDS) to identify a list of past, present, and reasonably anticipated future projects (cumulative projects) for the Rancho Santa Fe Roundabouts Project. This research identified 11 development projects that are either planned or have been recently built near (within approximately 2.7 miles of) the proposed project (see Figure 1.10). This distance captures all cumulative impacts that are localized in nature. For cumulative impacts on resources that

influence and affect entire regions, such as air quality and water quality, the cumulative impact study areas include the entire basins. For cumulative impacts related to traffic, the cumulative condition is set at Year 2030 and utilizes forecast future traffic volumes prepared by the San Diego Association of Governments (SANDAG) on the Del Dios Highway/Paseo Delicias/Via de la Valle corridor for Year 2030. Traffic generated by future regional growth is included in these forecast traffic volumes. Table 1.2 lists the projects and provides a brief summary of each.

7. Chapter 1, Table 1.1 Project Approvals and Permits, page 1-33, second row

County of San Diego
<u>Authorize the Director, Department of Public Works, or designee to negotiate and execute a contract with the Rancho Santa Fe Community Services District (RSFCSD) and the Rancho Santa Fe Association (RSFA) for RSFCDS and RSFA to fund and maintain landscaping and lighting of the three project intersections on County-maintained roads</u> Project Approval
Certification of EIR Acquisition of Road Rights-of-Way
San Diego Regional Water Quality Control Board
Clean Water Act Permit Section 401 Certification General Construction Storm Water Permit
U.S. Army Corps of Engineers
Clean Water Act Section 404 Permit
California Department of Fish and Game <u>Wildlife</u>
Fish and Game Code Section 1600 Streambed Alteration Agreement

8. Chapter 2, Section 2.1.3 Cumulative Impact Analysis, page 2.1-12, fourth paragraph

As discussed above, no impact would occur to the coastal California gnatcatcher as a result of implementation of the proposed project. The proposed project would not contribute to a cumulative impact on gnatcatchers when evaluated with identified impacts on California gnatcatchers associated with cumulative project number 3 due to the absence of gnatcatchers within the study area and the lack of suitable habitat on site or within 500 feet of the APE. As mentioned above, cumulative project 2 would remove one acre of eucalyptus woodland. When combined with the proposed project’s potential to remove suitable habitat for nesting raptors and potential non-compliance with the MBTA), this cumulative impact would be considered significant; however, because mitigation measures BI-2 and BI-3 would ensure avoid impacts on nesting raptors and other avian species protected under the MBTA ~~are avoided, the proposed project would not make a cumulatively considerable contribution to a significant cumulative impact.~~ No other identified cumulative projects would result in individual impacts on any other special-status species, and therefore there is no cumulative impact to which the proposed project would have the potential to contribute. Consequently, the project’s contribution to cumulative impacts related to special-status species would be reduced to **less than significant**.

9. Chapter 2, Section 2.1.5 Mitigation, pages 2.1-13, last paragraph

M-BI-1. Upon the conclusion of construction, a biologist will inspect the coast live oak trees for damage (initial inspection). In the event that impacts on any coast live oak individuals (or their root zones) occur as a result of project implementation, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project. The health and vitality of avoided oaks and any new plantings shall be monitored every two weeks during a 120-day plant-establishment period; monitoring shall continue on a decreasingly frequent basis. ~~These plantings shall be monitored~~ for a period of five years. In the event that coast live oak replacement plantings do not successfully establish within the monitoring period, these plantings shall themselves be replaced. More detailed monitoring and success criteria requirements will be defined during preparation of the final landscaping plan, which will be prepared prior to the commencement of construction.

10. Chapter 2, Section 2.2.1.1 Study Area, page 2.2-1, first paragraph*Operation Analysis*

The operation analysis study area consists of the three intersections along Paseo Delicias/Del Dios Highway where the roundabouts are proposed. The study area was chosen based on the locations along Paseo Delicias/Del Dios Highway where roundabouts (geometric improvements) are proposed. The study area was limited to these locations because the project would not add any traffic to the roadway system and because geometric modifications are not proposed at any intersections or roadway segments beyond the three intersections where roundabouts are proposed.

11. Chapter 3, Section 3.1.4.1 Existing Conditions, Historical Resources, page 3-45, third paragraph has been revised as follows:

Records searches were conducted by the South Coastal Information Center and the San Diego Museum of Man in November 2006 and February 2007, respectively, using a 0.25-mile radius surrounding the project site for built resources, including historic districts, buildings, structures, and objects. Additionally, a site reconnaissance built environment survey was conducted in January 2012. This research resulted in identification of the following five historic resources within the project's area of potential effect (APE):

1. Historic Planned Community of Rancho Santa Fe California Historic Landmark (CHL No. 982);
2. Paseo Delicias Intersections (RSF-PD-1, -2, and -3);
3. Rancho Santa Fe Equestrian Trail (CHL No. 982);
4. Lake Hodges Flume (P-37-023709); and
5. H.P. and Florence Johnston House (P-37-091944)

12. Chapter 3, Section 3.1.4.1 Existing Conditions, Historical Resources, page 3-46, last paragraph has been revised as follows:*Lake Hodges Flume (P-37-023709)*

The Lake Hodges Flume was recorded as a historic structure by ASM and Affiliates in 2000. The Lake Hodges Flume ~~is~~ was a 4.6-mile-long water conveyance system built between 1917 and 1919 to transport water from Lake Hodges to the San Dieguito Reservoir via ditches, canals, and elevated trellises. It is significant for its association with agricultural and residential development

of the north coastal area, its association with the activities of Colonel Ed Fletcher, and its method of construction. The flume, which was determined to be eligible for the NRHP and CRHR, would have passed through the proposed El Camino del Norte roundabout APE. However, the ~~Rancho Santa Fe Irrigation District, owner of the flume, confirmed that the portion of the flume, including that portion~~ within the El Camino del Norte APE, was replaced with an underground pipe; this was confirmed verbally by the Rancho Santa Fe Irrigation District, owner of the flume, as well as . Furthermore, the 2007 pedestrian survey that could not relocate the resource. In 2001, ASM prepared a Historic American Engineering Record (HAER No. CA-307) as mitigation for the impact that resulted from the Santa Fe Irrigation District's replacement pipeline project. According to the Final EIR for the San Dieguito Reservoir Rehabilitation and Flume Replacement Projects (SCH No. 99111142, on file at the Santa Fe Irrigation District, Rancho Santa Fe, California), documentation in the form of a permanent record that represents the contributing elements of the flume (i.e., preparation of HAER No. CA-307) serves as a means of preserving some of those qualities that make the flume California and National Register eligible and was required to reduce the impact of the flume replacement project to a less-than-significant level. Therefore, the impact that resulted from the removal of the flume is considered to have been mitigated to the extent feasible.

13. Chapter 4, Section 4.1.2.5, Reduced Roundabouts Size, page 4-3, first paragraph

This alternative would further reduce the size of the roundabouts to reduce the amount of additional ROW necessary for their construction and operation. The reduction in the footprint would also potentially reduce impacts on biological resources, while still improving traffic operations from their existing condition. However, the proposed project has already been designed with the smallest roundabout circumference (per FHWA Guidelines for the design of rural roundabouts) that is considered safe and feasible to accommodate larger vehicles, such as trucks pulling trailers, emergency vehicles, and buses. An alternative that is smaller would not meet minimum safety standards as they relate to the existing travel speed and traffic volume and would not be able to accommodate large vehicles; therefore, this alternative is not considered feasible.

14. Chapter 4, Section 4.4.1 Signalized Intersections Alternative Description and Setting, page 4-5

Add bullet to list of project features at each of the three project intersections:

- Install standard push-button-activated pedestrian signals

15. Chapter 4, Section 4.4.3 Relationship to Project Objectives, page 4-7

The Signalized Intersections Alternative would achieve four of the six project objectives listed in Section 1.1 of this EIR, Objectives #1, #2, #3, and #6. Although the Signalized Intersections Alternative would improve congested traffic conditions at each of the three project intersections, thereby meeting Objective #1, it wouldn't improve operations to the same degree as the proposed project. This alternative would meet Objective #2 because it would not involve widening of the road segments between the intersections. Regarding meeting Objective #3, which relates to safe intersections for vehicles, bicycles, pedestrians, and equestrians; the installation of traffic signals at the three project intersections would meet this objective by improving safety conditions for users but not to the same degree as the proposed project. According to the 2010 FHWA Roundabout Technical Summary (Publication No. FHWA-SA-10-006), roundabouts increase safety for motorists in comparison to conventional intersections. Roundabouts have 75% fewer

vehicle conflict points. With fewer conflicting maneuvers between vehicles, bicyclists, and pedestrians than conventional intersections, the proposed roundabouts would result in greater safety for these users as compared to the Signalized Intersections Alternative. The Signalized Intersections Alternative would also meet Objective #6 because it would minimize impacts on structures, landscaping, property, and other features within the Historic Planned Community of Rancho Santa Fe to a greater extent than the proposed project, while following applicable roadway design standards. The Signalized Intersections Alternative would not, however, maintain the rural character of the San Dieguito Community Plan area (Objective #4), or the aesthetic, community character and historic aspects of the Rancho Santa Fe community (Objective #5) to the same extent as the proposed project. Signalized intersections would be out of character with the community and would not complement the existing aesthetic or historic significance because there are currently no traffic signals within the historic landmark.

16. Chapter 4, Table 4.2 Comparison of Alternative Intersection Operations under Existing and Year 2030 Operations, page 4-16, bottom row

Intersection	Peak Hour	Proposed Project				No Project Alternative (Current Configuration)				Signalized Intersections Alternative			
		Existing		Year 2030		Existing		Year 2030		Existing		Year 2030	
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²
Del Dios Highway/ El Camino del Norte	AM	7.3	A	21.7	C	68.6	F	>100	F	12.2	B	25.1	C
	PM	7.8	A	51.1	D	>100	F	>100	F	12.7	B	25	C
Paseo Delicias/ El Montevideo/ La Valle Plateada	AM	7.3	A	11.8	B	43.6	E	>100	F	10.6	B	19.9	B
	PM	6.9	A	8.9	A	63.9	F	>100	F	10.5	B	16.6	B
Paseo Delicias/ Via de la Valle	AM	9.5	A	10.7	B	18.6	C	>100	F	13.6	B	15.5	B
	PM	9	A	12.2	B	17.9	C	>100	F	22.3	C	27.6	C

<p>¹ Average delay expressed in seconds per vehicle.</p> <p>² Level of Service.</p> <p>³ Analysis was conducted assuming restriping at some approaches to avoid the need for split phasing on the major street.</p> <p>⁴ Analysis was conducted using aaSidra software. As indicated in Section 2.2, a lower environment factor of 0.95 was utilized for the analysis.</p> <p>General Notes:</p> <p>Based on the Highway Capacity Manual; because the distance between the three intersections is more than 0.5 mile, the analysis assumes the intersections as isolated intersections. Therefore, even if one intersection is signalized and the other two have roundabouts, the calculated delay amount for respective analysis will not change.</p> <p><u>It is assumed that the intersection operations for the Combined Roundabouts/Stop Signs Alternative would be a combination of that of the proposed project (for the Paseo Delicias/Via de la Valle and Del Dios Highway/El Camino del Norte intersections) and No Project Alternative (for the Paseo Delicias/El Montevideo/La Valle Plateada intersection).</u></p>	UN SIGNALIZED		SIGNALIZED <u>and ROUNDABOUTS</u>	
	DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS	
0.0 < 10.0	A	0.0 < 10.0	A	
10.1 to 15.0	B	10.1 to 20.0	B	
15.1 to 25.0	C	20.1 to 35.0	C	
25.1 to 35.0	D	35.1 to 55.0	D	
35.1 to 50.0	E	55.1 to 80.0	E	
> 50.1	F	> 80.1	F	

18. Chapter 5, List of References, page 5-2, second to last paragraph

U.S. Department of Transportation, Federal Highway Administration.

2000. *Roundabouts: An Informational Guide*. Publication No. FHWA-RD-00-67. June 2000
(online: <http://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf>).

2010. *Roundabouts: Technical Summary*. Publication No. FHWA-SA-10-006. February 2010
(online: <http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10006/fhwasa10006.pdf>).

19. New Appendices, Volume IV, added to the DEIR (see following page).

Several appendices were added to the DEIR in order to provide clarifying information. This includes three traffic memoranda (Appendices M-1, M-2 and M-3), an updated cultural resources study (Appendix N), and an energy analysis (Appendix O; as recommended by Appendix F of the CEQA Guidelines).

Appendix M-1
Traffic Analysis—Validation Assessment

MEMORANDUM

To: Gail Getz
County Of San Diego
Department Of Public Works

Date: August 16, 2016

From: John Boarman, P.E.
K.C. Yellapu, P.E.
Erika Carino, E.I.T.
LLG, Engineers

LLG Ref: 3-15-2550

Subject: Rancho Santa Fe Roundabout Project - Validation Assessment

INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the results of a validation assessment that compares recent December 2015 counts with the April 2011 counts and 2030 forecasted traffic volumes from the Rancho Santa Fe Roundabout Traffic Impact Analysis (TIA) dated July 26, 2012, which was prepared by LLG. The purpose of this assessment is to determine if the data and conclusions in the July 26, 2012 TIA are still valid.

DATA COLLECTION

Weekday intersection turning movement counts were conducted in December 2015 when schools were in session. The intersection counts were conducted during commuter peak periods, which is between the hours of 7:00-9:00 AM and 4:00-6:00 PM. **Attachment A** contains the December 2015 counts and **Attachment B** contains the April 2011 counts from the 2012 traffic study.

VOLUME EVALUATION

The following study area intersections were evaluated:

Intersections

1. Paseos Delicias / Via De La Valle (All-Way Stop Controlled)
2. Paseo Delicias / El Montevideo / La Valle Plateada (All-Way Stop Controlled)
3. Del Dios Highway / El Camino Del Norte (One-Way Stop Controlled)

Tables 1-3 tabulate the change in total entering volumes during the highest AM and PM peak hour (i.e. the highest hour between 7-9 AM and between 4-6 PM) for the three intersections. **Table 1** compares the 2030 forecasted traffic volumes with the 2011 counts, **Table 2** compares the 2015 counts with the 2011 counts and **Table 3** compares the 2030 forecasted traffic volumes with the 2015 counts.

Table 4 tabulates the change in critical movement volume at the Del Dios Highway / El Camino Del Norte one-way stop controlled intersection (i.e. Intersection #3). The critical movement at a one-way stop controlled intersection is the movement which needs to find a gap in uncontrolled traffic. In this case, El Camino Del Norte traffic needs to find a gap in Del Dios Highway traffic that is uncontrolled.



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VALIDATION ASSESSMENT & DISCUSSION

To determine whether the actual growth in traffic is consistent with projections in the study, the average growth rate from the Year 2030 traffic volumes from the 2012 traffic study was compared to the average growth over the past four and a half years. As seen in *Table 1*, the forecasted 2030 intersection volumes from the 2012 traffic study on average reflect a 33% increase in traffic when compared to the 2011 counts. This translates into an average annual traffic growth of 1.74%. *Table 2* indicates that traffic increased on average by 10% over the past four and a half years, which translates into an average annual traffic growth of 2.1%. *Table 3* shows a comparison between Year 2030 volumes utilized in the traffic study and the Year 2015 traffic counts recently collected. This translates to an expected annual growth in traffic of 1.40%.

Traffic growth does not typically follow a perfectly linear trend but rather increases as anticipated development projects are built and levels-out in other years when development is not occurring. The slightly higher than average traffic growth is likely due to an improved economy and increased congestion on the freeways, which results in drivers seeking alternate routes on surface streets.

To validate the forecasted 2030 traffic volumes used in the study, a review of the traffic volumes from the latest SANDAG model (Series 13) was conducted. As noted above, the Year 2030 traffic volumes used in the traffic study predicted an annual growth of 1.74% and 1.40% when compared to the 2011 traffic volumes and the current 2015 traffic volumes, respectively. The annual growth assumption in the latest SANDAG model for the project area has now been lowered to 0.97%, which would reflect lower 2030 volumes than what used in the study. Therefore, the Year 2030 traffic volumes used in the 2012 study are conservative and reflect a worst case scenario.

CONCLUSION

Based on the validation assessment above, the Year 2030 assessment in the Rancho Santa Fe Roundabout traffic report, dated July 2012, is still valid for the following reasons:

- It is consistent with the anticipated growth in the initial years of the 2012 traffic study.
- The 2012 study utilized a conservative growth rate as explained above.
- Community Build-Out and Zoning assumptions have not changed.

Please call if you have any questions.

cc: File

Table 1
2011 vs. 2030 Intersection Peak Hour Volume Comparison²

	Peak Hour	2011 Counts	Forecasted 2030 Volumes ¹	Percent Increase
1	AM	1143	1470	29%
	PM	1199	1560	30%
2	AM	1238	1630	32%
	PM	1376	1800	31%
3	AM	1519	2170	43%
	PM	1464	1990	36%
Average Percent Increase				33%

Footnotes:

1. **Attachment C** contains a figure from the 2012 traffic study illustrating the Year 2030 traffic volumes.
2. Total volume entering the intersection.

Table 2
2011 vs. 2015 Intersection Peak Hour Volume Comparison

	Peak Hour	2011 Counts	2015 Counts	Percent Increase
1	AM	1143	1239	8%
	PM	1199	1228	2%
2	AM	1238	1364	10%
	PM	1376	1527	11%
3	AM	1519	1767	16%
	PM	1464	1656	13%
Average Percent Increase				10%

Table 3
2015 vs. 2030 Intersection Peak Hour Volume Comparison

	Peak Hour	2015 Counts	2030 Counts	Percent Increase
1	AM	1239	1470	19%
	PM	1228	1560	27%
2	AM	1364	1630	20%
	PM	1527	1800	18%
3	AM	1767	2170	23%
	PM	1656	1990	20%
Average Percent Increase				21%

Table 4
One-Way Stop Control Critical Movement Volume Comparison

	Critical Movement	2011 Counts	2015 Counts	Percent Increase
3	AM - Southbound	108	130	20%
	PM - Southbound	180	234	30%

Appendix M-2
Traffic Analysis—Roundabout Methodology

MEMORANDUM

To: Gail Jurgella
County of San Diego

Date: February 24, 2015

From: KC Yellapu, P.E.
Charlene Sadiarin
LLG, Engineers

LLG Ref: 3-10-2046

Subject: Rancho Santa Fe Roundabouts – Roundabout Analysis

This memo has been prepared to discuss the roundabout analysis methodology utilized in the Rancho Santa Fe Roundabouts traffic study (July 26, 2012).

Linscott, Law & Greenspan, Engineers (LLG) was tasked with evaluating a roundabouts traffic configuration for three intersections along Paseo Delicias in the San Dieguito Community Plan area. As stated in the traffic study, roundabout intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures of the *2000 Highway Capacity Manual (HCM)*, with the assistance of the *SIDRA* computer software.

The roundabouts analysis was conducted in June 2011. The *SIDRA* software is one of the most established software programs for roundabout analysis. *SIDRA* is recognized by the Highway Capacity Manual, the Federal Highway Administration (NCHRP Report 572, NCHRP Report 672), and various local roundabout guides. The Level of Service (LOS) thresholds utilized by the software program for the roundabout analysis are summarized below. The LOS information is included on each roundabout analysis sheet. The LOS information was obtained directly from the software program without any adjustments.

ROUNDABOUT	
DELAY/LOS THRESHOLDS	
Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

cc: File



Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

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Suite 100
San Diego, CA 92111
858.300.8800 T
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www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Appendix M-3

Traffic Analysis—Via de la Valle/Las Colinas Intersection Improvements

May 22, 2013

Ms. Gail Jurgella
County of San Diego
5510 Overland Avenue
San Diego, CA 92123

LLG Reference: 3-13-2223

Subject: **Rancho Santa Fe Roundabout Traffic Memo – Via de la Valle/Las Colinas Intersection Improvements**

Engineers & Planners
Traffic
Transportation
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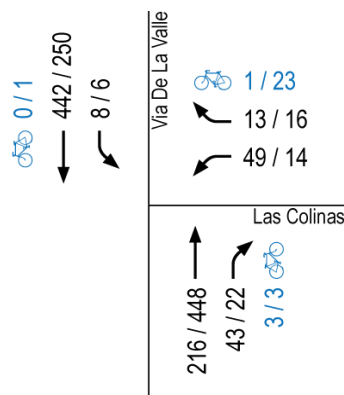
Dear Ms. Jurgella:

Linscott, Law & Greenspan, Engineers (LLG) has prepared this traffic letter report to evaluate proposed improvements to the intersection at Via de la Valle and Las Colinas and prepare a conceptual schematic.

Pasadena
Irvine
San Diego
Woodland Hills

EXISTING CONDITIONS

An assessment of existing conditions, including existing lane and pavement width measurements at the intersection of Via de la Valle and Las Colinas was conducted and the CADD file for the proposed improvement was obtained from the County. AM and PM peak hour counts were conducted at the study intersection on May 1, 2013. The peak hour volumes observed are displayed in the figure below. No pedestrians were observed. The manual count sheets are included as **Attachment 1**.



The principal roadways in the project study area are described briefly below.

Via de la Valle is classified as a Community Collector in the San Dieguito Mobility Element as part of the San Diego County General Plan. It is currently constructed as a

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boorman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

two lane roadway with a painted median and posted speed limit of 45 mph in the vicinity of the study intersection.

Las Colinas is currently constructed as a two lane undivided Rural Residential Collector per County of San Diego Public Road Standards in the vicinity of the study intersection.

INTERSECTION IMPROVEMENTS

Based on an assessment of existing conditions and proposed improvements to the subject intersection, a conceptual sketch of the improved intersection has been prepared and included as *Figure 1*. The following improvement options are considered and displayed in the conceptual sketch:

- 1. Right-Turn (from Las Colinas) to Via de la Valle Sneaker Lane:** Widen the westbound approach to provide a sneaker lane. This will provide enough gap for a westbound right turning vehicle from Las Colinas to make a right turn onto Via de la Valle without needing to wait behind a westbound left-turning vehicle. Based on the CADD file provided by the County, no additional right of way is required for this improvement.
- 2. Right Turn (from Via de la Valle) to Las Colinas Sneaker Lane:** Widen the northbound approach to provide a sneaker lane. This will provide enough gap for a northbound right turning vehicle from Via de la Valle to make a right turn without needing to wait behind a northbound through vehicle. Based on the CADD file provided by the County, no additional right of way is required for this improvement.
- 3. “Keep Clear” Pavement Markings:** Because of the potential for right-turns from Via de la Valle onto Paseo Delicias to queue back past Las Colinas and block access to and from this roadway, the installation of a “keep clear” pavement marking at the intersection of Via de la Valle and Las Colinas is recommended to maintain clear access.

In addition to the above, the proposed roundabout at the Via de la Valle / Paseo Delicias intersections (and the associated improvement at Las Colinas) will considerably improve the intersection operations when compared to existing conditions, as listed below.

- A dedicated southbound left-turn on Via de la Valle will improve ingress to Las Colinas in the southbound direction. As depicted in Figure 1, with the proposed improvements, a storage length of about 85 feet will be provided for the left turn. Based on the projected traffic volumes, this proposed storage length is more than required. It should be noted that the available storage length increased from about 40 ft in the previous conceptual plan to 85 ft in

the current proposed plan. The increase is due to the extension of the left turn lane to accommodate the “Keep Clear” pavement marking and the sneaker lane.

- Reduced speed in the vicinity of Las Colinas
- Shorter queues at the northbound approach at the Paseo Delicias/Via de la Valle intersection would provide more opportunities for the traffic to ingress/egress Las Colinas.

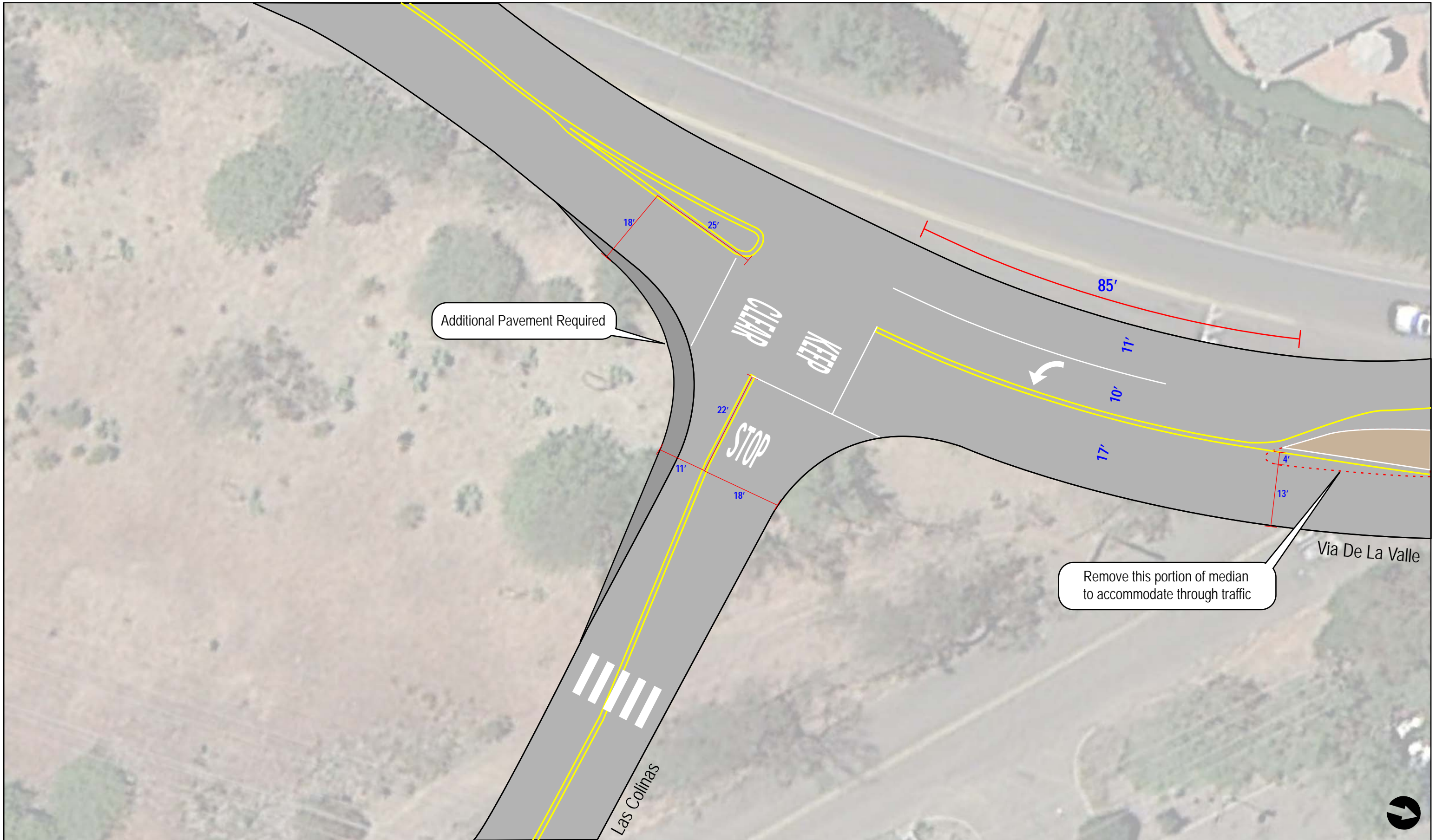
Please let me know if you have any questions.

Sincerely,
Linscott, Law & Greenspan, Engineers



KC Yellapu, PE
Senior Transportation Engineer

cc: File



Additional Pavement Required

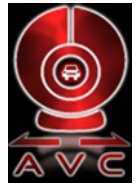
Remove this portion of median to accommodate through traffic



ATTACHMENT 1

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Las Colinas @ Via De La Valle

Date of Count: Wednesday, May 01, 2013

Analysts: LV/CD

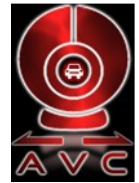
Weather: Sunny

AVC Proj No: 13-0056



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Las Colinas @ Via De La Valle

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound		Northbound		TOTAL
	Left	Thru	Left	Right	Thru	Right	
7:00 AM	2	121	8	0	34	3	168
7:15 AM	2	137	7	2	33	2	183
7:30 AM	0	118	10	1	40	4	173
7:45 AM	0	108	9	2	41	4	164
8:00 AM	1	103	8	5	45	9	171
8:15 AM	3	122	9	1	49	10	194
8:30 AM	3	116	25	4	65	10	223
8:45 AM	1	101	7	3	57	14	183
Total	12	926	83	18	364	56	1,459

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.86**

	Southbound		Westbound		Northbound		TOTAL
	Left	Thru	Left	Right	Thru	Right	
Volume	8	442	49	13	216	43	771
PHF	0.67	0.91	0.49	0.65	0.83	0.77	0.86
Movement PHF		0.90		0.53		0.86	0.86

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound		Northbound		TOTAL
	Left	Thru	Left	Right	Thru	Right	
4:00 PM	0	47	9	6	108	4	174
4:15 PM	1	48	6	6	121	2	184
4:30 PM	0	55	6	6	94	2	163
4:45 PM	3	59	3	2	104	4	175
5:00 PM	0	66	2	7	107	6	188
5:15 PM	1	58	5	5	129	8	206
5:30 PM	2	67	4	2	108	4	187
5:45 PM	0	60	6	0	87	3	156
Total	7	460	41	34	858	33	1,433

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.92**

	Southbound		Westbound		Northbound		TOTAL
	Left	Thru	Left	Right	Thru	Right	
Volume	6	250	14	16	448	22	756
PHF	0.50	0.933	0.7	0.571	0.868	0.688	0.92
Movement PHF		0.93		0.75		0.86	0.92

Appendix N
Updated Cultural Resources Study

MEMORANDUM

Date: June 2, 2016

To: Gail Getz

From: Keshia Montifolca

Subject: Updated Cultural Resources Study for the Rancho Santa Fe Roundabouts Project in Rancho Santa Fe, California

This memorandum presents the results of an updated cultural resource record search and field survey conducted by staff archaeologist Keshia Montifolca, M.A., R.P.A., of the County of San Diego Department of Public Works for the Rancho Santa Fe Roundabouts Project. This cultural resources study updates the cultural resources inventory and evaluation conducted by AECOM (Formerly EDAW, Inc.) for the Rancho Santa Fe Roundabouts Project (Apple and Gregory 2008; Meiser 2012). The cultural resources study update includes: a new record search, a field survey of the Rancho Santa Fe Roundabouts Project Area of Potential Effect (APE); and updated site records for archaeological resources and previously recorded buildings.

Project Description

The County of San Diego Department of Public Works (County DPW) proposes to construct traffic roundabouts at the following three intersections along Paseo Delicias in the unincorporated community of Rancho Santa Fe in northwest San Diego County:

- Paseo Delicias/El Camino del Norte/Del Dios Highway (El Camino del Norte)
- Paseo Delicias/El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- Paseo Delicias/Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)

The proposed project is located at three intersections and their approaching street segments along approximately 2.6 miles of Paseo Delicias between Via de la Valle and El Camino del Norte in the unincorporated community of Rancho Santa Fe (Figure 1).

Summary

A cultural resource inventory of the Rancho Santa Fe Roundabouts Project was completed by AECOM in 2008-2012. An intensive pedestrian archaeological field survey of the Area of Direct Impact (ADI) and adjacent areas was conducted by Carrie Gregory, M.A., R.P.A., and Cheryl Bowden-Renna, B.A., on May 21, 2007, under the oversight of Ms. Rebecca. Apple. A Native American monitor was not present. The survey was performed in 10-m transects. The intensive pedestrian archaeological field survey did not identify any archaeological resources.

AECOM also conducted a historic resource inventory of the Rancho Santa Fe Roundabouts Project. After revisions were made to the project area in 2010 and the APE in 2011, M.K. Meiser, M.A. and Jill Gibson, M.A., revised the APE to conduct a reconnaissance built environment survey on January 11 and 18, 2012.

Seven resources were identified in the APE. Three previously recorded resources were identified in the APE: CHL No. 982 (Historic Planned Community of Rancho Santa Fe) encompasses a greater area than the APE, therefore, only elements of the resource with the APE were assessed. The segment of P-37-023709 (Lake Hodges Flume) within the APE was removed and, therefore, could not be relocated in the APE; and P-37-091944 (H.P. and Florence Johnston House) was revisited. The remaining four resources were recorded on DPR 523 forms and evaluated under National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) criteria for eligibility. Of the seven identified resources, the three existing resources within the APE (CHL No. 982, Paseo Delicias Intersections, RSF Equestrian Trail Segment) were evaluated as NRHP.

CHL No. 982 is considered a historic property and a historical resource under the California Environmental Quality Act (CEA); the Paseo Delicias Intersections and the RSF Equestrian Trail Segment are considered contributing features to the historic property and contributing features to a historical resource under CEQA.

Caltrans submitted a Finding of No Adverse Effect to the SHPO for concurrence and consultation under Section 106. Caltrans has determined that the proposed project will have no adverse effect to the Historic Planned Community of Rancho Santa Fe and its contributors, a property considered eligible for the NRHP. The SHPO letter dated November 16, 2012 concurred that the project as proposed will have no adverse effect on historic properties.

Assembly Bill No. 52 (AB-52) was approved on September 25, 2014. AB-52 would require a lead agency to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project. AB-52 consultation is applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. The notice of preparation for the proposed Rancho Santa Fe Roundabout Project was dated October 15, 2007; therefore AB-52 does not apply to this project.

The California Native American Heritage Commission (NAHC) was contacted on December 28, 2006 to conduct a sacred lands search. The results of the sacred lands search were negative; no sacred lands exist within 100 feet of the APE. The NAHC provided a list of interested parties or individuals to contact to solicit their input for the proposed project on January 2, 2007. Letters were sent to interested parties on January 3 and May 25, 2007 to solicit information about the cultural significance of the study area. One response was received from David L. Toler, Councilman of the San Pasqual Band of Diegueno Mission Indians of California. The response letter, dated June 19, 2007 stated that the area is Kumeyaay ancestral territory, and the Kumeyaay do not know of any sacred or sensitive sites at the project site.

The Pala Band of Mission Indians provided a response on October 29, 2008 stating that the project is not within the boundaries of the recognized Pala Indian Reservation and have no objection to the continuation of project activities as currently planned.

The proposed project design has not changed. This update is to identify if any new cultural resources were identified since the project area's last pedestrian survey, conducted on January 18, 2012.

Records Search Results

The records search was completed on May 2, 2016, by archaeologist Keshia Montifolca, M.A., RPA of the County of San Diego Department of Public Works. The records search was conducted using the County of San Diego's Archaeological and Historic Layer of the GIS Mapping Application (GIS Layer) which is updated monthly by the South Coastal Information Center (SCIC). The GIS Layer identifies historic and archaeological sites and surveys in the County of San Diego.

The records search included a review of all recorded archaeological resources, including districts, sites, and isolates within the APE and a 1 mile radius of the APE. A records search for built resources, including historic districts, buildings, structures, and objects was also conducted within the APE and a 0.25 mile radius of the APE. Additionally, the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historic Interest, and OHP's Directory of Properties were reviewed. The records search also included a 0.25 mile radius of the APE for previously recorded cultural resources studies.

Previous Studies

The records search revealed that fifteen cultural resources studies have been conducted within a 0.25 mile radius of each intersection's project area. These reports are on file at the SCIC. Four of these investigations included portions of the APE (Table 1). Of the three investigations, two were literature reviews and did not include pedestrian surveys of the APE. The intensive pedestrian survey reported by Schaefer and Moslak (2000) addressed approximately 0.25 acre of the current APE.

Table 1. Previous Investigations Conducted within the APE

NADB	Author(s)	Title	Date
1124236	American Pacific Environmental Consultants, Inc.	Environmental Impact Report for San Dieguito River Study Draft Conceptual Mater Plan	1981
1229672	Gallegos, Roxana, and Pigniolo	A Cultural Resource Overview for the San Dieguito River Valley San Diego, California	1988
1124176	Schaefer and Moslak	A Cultural Resource Inventory and Evaluation for the San Dieguito Reservoir Rehabilitation and Lake Hodges Flume Replacement Project	2000
1121475	Whitney-Desautels	Archaeological/Historical/Paleontological Literature Search and Records Check on Rancho Santa Fe Community Services District Reorganization Plan	1981

Previously Recorded Sites

The records search revealed that 15 prehistoric archaeological resources have been recorded within 1 mile of the APE. Two of these are within 0.25 mile radius of the APE: CA-SDI-11,704 and CA-SDI-16,511 (Table 2). Site CA-SDI-11,704 is a sparse artifact scatter of pottery sherds, scrapers, flakes and mano fragments. Brian F. Smith and Associates recorded the site in 1990 and had test unit excavation and shovel tests to a depth of 20 cm. Site SDI-11,704 was deemed to be partially disturbed by grading and brushing and resulting in having poor site integrity. Site CA-SDI-16,511 is a surface scatter of flakes and groundstone fragments recorded by Brian F. Smith and Associates in 2003. Test unit excavations a depth of 50 cm revealed lithic artifacts of flakes, cores, choppers, debitage, a projectile point tip, manos, and

metate fragments. The site was deemed in fair condition due to site disturbance activities of disking, grading, and brushing.

Table 2. Previously Identified Archaeological Resources within a 0.25-mile Radius of the APE

Site Number	Site Type	Site Dimensions	Report Reference
CA-SDI-11,704	Sparse Artifact Scatter	24m x 15m	B. Smith 1990
CA-SDI-16,511	Lithic Scatter	128m x 64m	B. Smith 2003

Historic Addresses

Three historic addresses were listed, which have been previously recorded within the Rancho Santa Fe Roundabouts Project. 7095 El Camino del Norte, 7052 La Valle Plateada, and 6214 Las Colinas Ave. 7095 Camino del Norte (APN 264-231-07) is a Ranch-style residence built in 1961. 7052 La Valle Plateada, or the H.P. and Florence Johnston House (P-37-091944) is a Spanish Colonial Revival residence built in 1926. 6214 Las Colinas Ave (APN 266-321-13) is a single-story, rectangular-plan, Ranch-style residence constructed in 1957.

Field Survey

This updated field investigation was undertaken to identify new archaeological resources within the APE for the proposed project. An intensive pedestrian archaeological field survey of the APE and adjacent area was conducted by Keshia Montifolca, M.A., R.P.A. and Environmental Planning Manager Gail Getz on May 3, 2016. Figure 2 provides the survey coverage with respect to the APE.

This current survey revealed that site conditions remained unchanged. Most of the soils were disturbed by plowing, road construction, residential construction and ornamental planting. The surveyed areas were largely centered on the road intersections and adjacent soils were comprised of light to medium brown loamy sand. Ground visibility was poor, especially in the areas around residential properties as most of the ground was covered by leaf duff and litter.

The conditions of the previously recorded cultural resources within the current Rancho Santa Fe Roundabouts APE were reassessed and updated on Department of Parks and Recreation (DPR) 523 forms (attached). No new archaeological resources were identified by this survey.

Historic non-archaeological resources exist within the APE and these were reexamined during the survey. CHL No. 982 (Historic Planned Community of Rancho Santa Fe) encompasses a greater area than the APE, therefore, only elements of the resource with the APE were assessed. The segment of P-37-023709 (Lake Hodges Flume) within the APE was removed and replaced by an underground pipe; therefore, the resource could not be relocated in the APE. The Rancho Santa Fe Equestrian Trail Segment, Paseo Delicias Intersections (3), P-37-091944 (H.P. and Florence Johnston House, 7095 El Camino Del Norte (APN 264-231-07), and 6214 Las Colinas Ave (APN 266-321-13) were revisited and its description updated on appropriate DPR 523 forms.

P-37-023709 Lake Hodges Flume

Schaefer and Moslak of ASM Affiliates, Inc. originally recorded the Lake Hodges Flume in 2000. The historic resource was a 4.6 mile long water conveyance system built from 1917 to 1919 to transport water

from Lake Hodges to San Dieguito Reservoir via concrete lined ditch. It was evaluated as eligible for the California Register of Historical Resources and National Register of Historic Places for its association with agricultural development of the north coast area, its activities of Colonel Ed Fletcher, and its method of construction. ASM has completed a Historic American Engineering Record (HAER) for the flume, which is on file with the Library of Congress.

Gregory and Bowden-Renna of AECOM (formerly EDAW) tried to relocate this resource at the intersection of Del Dios Highway and El Camino del Norte in 2007 and were unable to relocate the flume. AECOM contacted the Rancho Santa Fe Irrigation District, the owner of the flume, and confirmed that the flume was deep underground.

During the current survey, the Lake Hodges Flume was reexamined at the intersection of Del Dios Highway and El Camino del Norte. The portion of the flume in the vicinity of the intersection is not underground. Instead, the flume within the El Camino del Norte section was replaced with an underground pipe. This was confirmed verbally by the Rancho Santa Fe Irrigation District.

Rancho Santa Fe Equestrian Trail Segment

In 2012, AECOM recorded the resource as one segment of a much larger 45 mile designated trail system in Rancho Santa Fe, San Diego County. AECOM identified the equestrian trail as part of a character-defining circulation element of California Historical Landmark (CHL) No. 982. Developed in the 1920s, this segment of the equestrian trail continues north of Via De La Valle. Via De La Valle was originally known as the Osuna Valley River Road, which previously served as wagon routes.

While this segment is not individually eligible for the NRHP or CRHR, it is associated with the design and development of CHL No. 982. AECOM recorded the segment being in excellent condition, presently in use, and actively maintained. Its location, naturalistic appearance and setting contribute to its historic integrity.

During the current survey, only the segment of the equestrian trail that crosses Paseo Delicias at the intersections of Paseo Delicias, Via De La Valle, Las Colinas, and La Fremontia was reexamined. The trail is generally, dirt, covered in mulch and ranging in width from 1.5 to 5 yards. The resource is in the same condition as its 2012 recordation.

Paseo Delicias Intersections (3)

This resource is comprised of three intersections along Paseo Delicias in Rancho Santa Fe, San Diego County. AECOM recorded these resources in 2012 and they were identified as part of the character-defining circulation element of CHL No. 982, as they were part of the 1920s residential road patterns that were juxtaposed over 19th century wagon trails. Each intersection of Paseo Delicias is comprised of two-lane paved roads, with modern striping and signage. They are not individually eligible for listing, but are contributing features to a landmark listed in the CRHR and eligible for the NRHP because they are associated with the development of Rancho Santa Fe.

RSF-PD-1 is the intersection of Paseo Delicias, Del Dios Highway and El Camino Del Norte in Rancho Santa Fe, San Diego County. In the current survey, the roads of the RSF-PD-1 intersection are paved,

were widened, resurfaced, and have modern striping and signs. They do not exhibit distinctive methods of construction or high artistic value. There are three residences situated adjacent to the northwest corner of the intersection. The resource is in the same general condition as its 2012 recordation.

RSF-PD-2 is the intersection of Paseo Delicias, El Montevideo and La Valle Plateada. In the current survey, the roads of RSF-PD-2 are paved, were widened, resurfaced, and have modern striping and signs. There are two bus stops located on the west and east corners and surrounded by landscaping. The resource is in the same general condition as its 2012 recordation.

RSF-PD-3 is the intersection of Paseo Delicias, Via De La Valle, Las Colinas, and La Fremontia. In the current survey, the roads of RSF-PD-3 are paved, were widened, resurfaced, and have modern striping and signs. There is a church located to the east, and the equestrian trails are situated to the north and south. The resource is in the same general condition as its 2012 recordation.

H.P. and Florence Johnston House (P-37-091944)

This resource was surveyed by Brandes for the Rancho Santa Fe Historic Building Survey in 1991. The residence was designed by Lilian Rice and was locally significant, but was not eligible for NRHP or CRHR because it lacked integrity due to its extensive alternations.

AECOM revisited the resource in 2011 and noted that the building remains relatively unaltered and has not required additional significance since the 1991 survey. The condition of its integrity is unchanged and therefore, it is not eligible for the NRHP or CRHR.

During the current survey, access was limited in order to view this resource, but its form and appearance were discernible. It was noted that the residence remains in the same general condition as its 2011 recordation. The condition of its integrity is unchanged and therefore, it is not eligible for the NRHP or CRHR.

7095 El Camino del Norte (APN 264-231-07)

AECOM recorded this rectangular-plan, side-gable, Ranch-style residence in 2012. The residence was constructed in 1961 and does not have significant associations with the historic development of Rancho Santa Fe. AECOM noted that the resource does not convey historical or architectural significance and is not eligible for the NRHP or CRHR.

During the current survey, access was limited in order to view this resource, but its form and appearance were discernible. It was noted that the house remains in the same general condition as its 2012 recordation. The condition of its integrity is unchanged and therefore, it is not eligible for the NRHP or CRHR.

6214 Las Colinas Ave (APN 266-321-13)

AECOM recorded this rectangular-plan, Ranch-style residence in 2012. The residence was constructed in 1957 and does not have significant associations with the historic development of Rancho Santa Fe. AECOM noted that the resource does not convey historical or architectural significance and is not eligible for the NRHP or CRHR.

During the current survey, access was limited in order to view this resource, but its form and appearance were discernible. It was noted that the building remains in the same general condition as its 2012 recordation. The condition of its integrity is unchanged and therefore, it is not eligible for the NRHP or CRHR.

Conclusions

No new archaeological resources were identified by this updated investigation. Historic non-archaeological resources were revisited and were noted to be in the same general condition as its previous recordation.

Although the results of the cultural resources records search are inconclusive as to the potential for buried cultural resources within the project area, there is little likelihood that buried cultural deposits would be encountered during project-related ground-disturbing construction. The proposed roadway improvements would maintain the existing grade of Paseo Delicias with only minor excavation required to transition the proposed grades at these intersections to the existing off-site grades. The maximum depth of excavation would be approximately five feet for the roadway work. No areas of rock outcrops, abrupt elevation changes, or other unique geologic features are located within or near the proposed improvements. Based on the results of the records searches, site inspections and contact with the California Native American Heritage Commission, it was determined that the project site is not likely to contain archaeological resources. Additionally, since the Lake Hodges Flume within the El Camino del Norte APE was replaced by an underground pipe, there would be no impacts to the resource. For these reasons, archaeological monitoring would not be warranted.

If you have any questions or concerns regarding this memo, please do not hesitate to contact Keshia Montifolca at (858) 694-3910 or via email at Keshia.Montifolca@sdcountry.ca.gov.

Sincerely,



Keshia Montifolca, M.A., RPA
Environmental Planner I/Archaeologist
County of San Diego – Dept. of Public Works

Attachments:

- Figure 1. Project Vicinity map
- Figure 2. Project Location map
- Confidential Appendix A – Cultural Record Search Results
- Confidential Appendix B – Updated DPR Forms

REFERENCES

Apple, Rebecca and Carrie Gregory

2008 Negative Archaeological Survey Report for the Rancho Santa Fe Roundabouts Project San Diego County, California.

Meiser, M.K.

2012 Finding of No Adverse Effect without Standard Conditions for the Rancho Santa Fe Roundabouts Project, Rancho Santa Fe, San Diego County, California.

Meiser, M.K.

2012 Historical Resources Evaluation Report for the Rancho Santa Fe Roundabouts Project San Diego County, California.

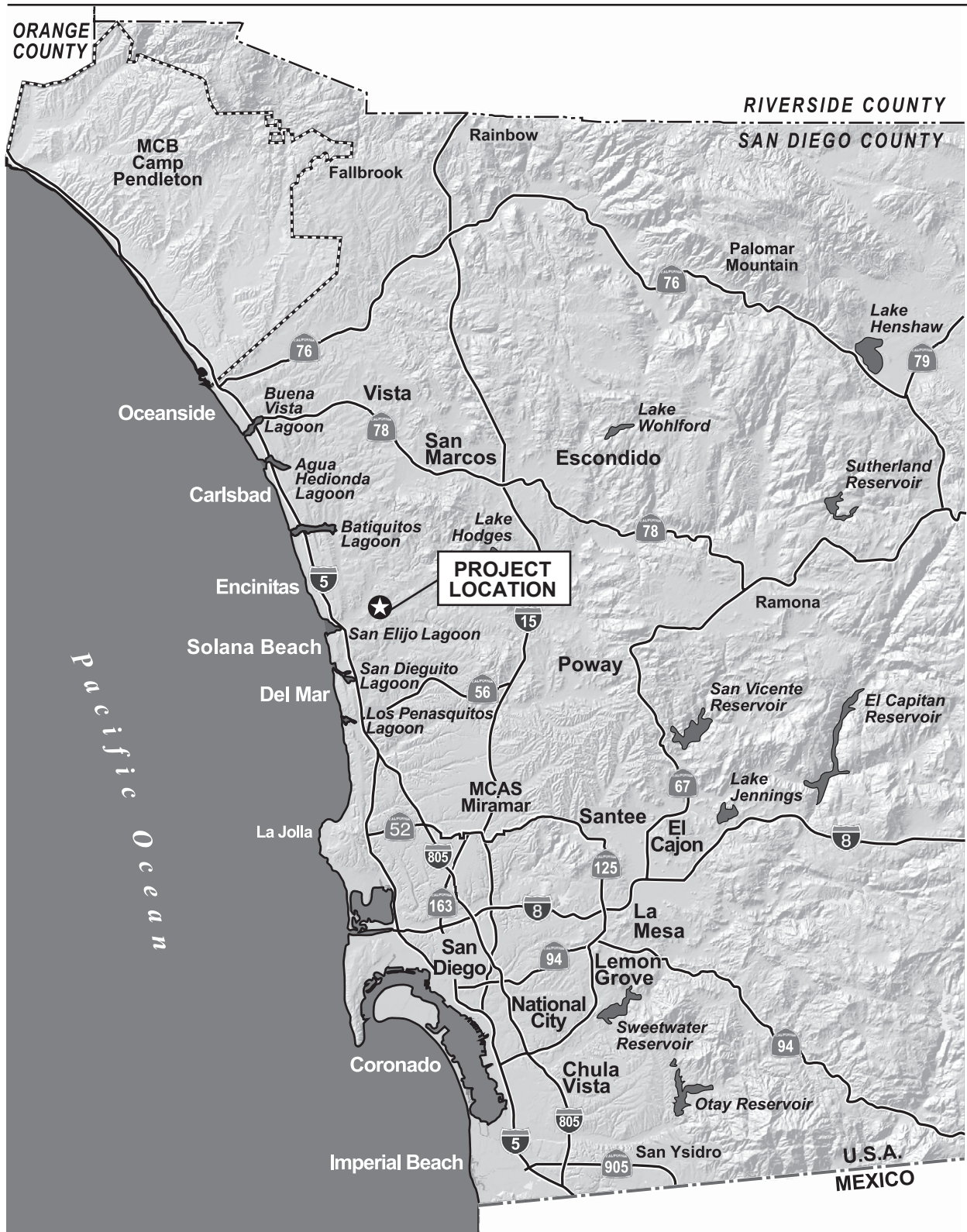
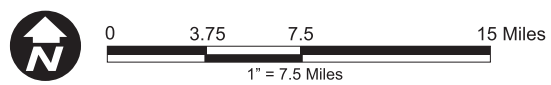
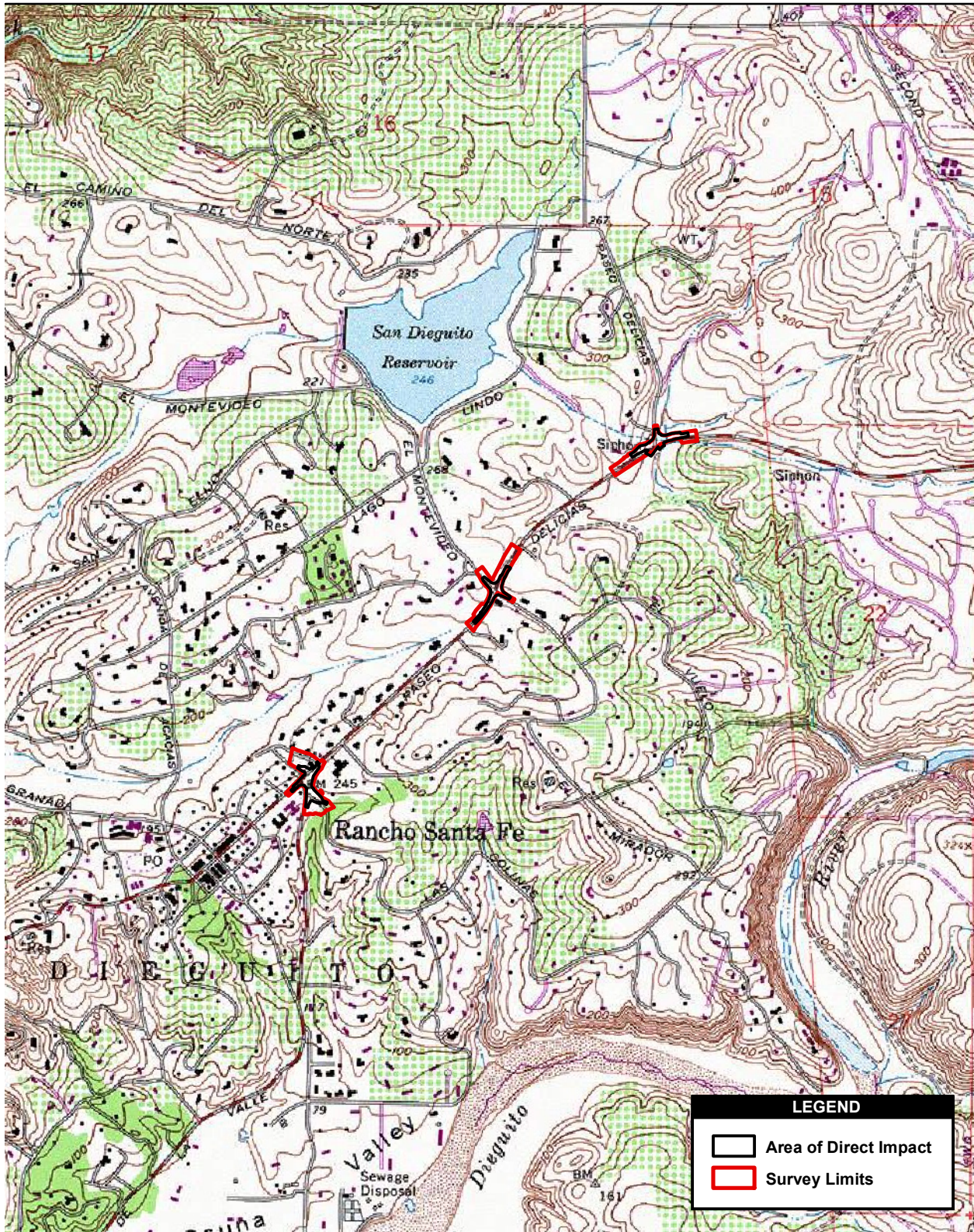


Figure 1
Vicinity Map





Source: USGS 7.5' Series Quadrangle, Rancho Santa Fe Calif., 1975; SanGIS 2007; TAIC 2007; EDAW 2007

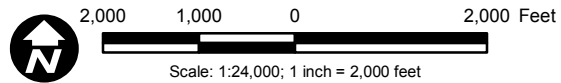


Figure 2
Project Location Map

Appendix O
Energy Analysis



Memorandum

Date:	August 23, 2016
To:	Ms. Gail Jurgella Getz, Environmental Planning Manager, DPW
From:	Laura Yoon, Climate Change/Energy Specialist, ICF and Greg Kazmer, Senior Planner, ICF
Subject:	Energy Analysis for the Rancho Santa Fe Roundabouts Project

Introduction

The County of San Diego Department of Public Works (County DPW) proposes an intersection improvement project to ease traffic congestion at three intersections along Paseo Delicias in the area of Rancho Santa Fe in the unincorporated community of San Dieguito in western San Diego County, California. The project would construct roundabouts to replace existing stop sign controls at the following three intersections: Via de la Valle/La Fremontia, El Montevideo/La Valle Plateada, and El Camino del Norte/Del Dios Highway. Installation of the roundabouts would improve traffic operations and provide safety features for pedestrians, equestrians, and bicyclists. This technical memorandum describes changes in energy consumption associated with the project and evaluates potential energy impacts that could result from construction and operation of the roundabouts in accordance with Appendix F of the State CEQA Guidelines. The memorandum will be included as part of the administrative record for the Final Environmental Impact Report (EIR) for the Rancho Santa Fe Roundabouts Project (State Clearinghouse Number 2007101081).

Existing Conditions

Regulatory Setting

California has adopted statewide legislation to reduce wasteful and inefficient energy usage. While many of the regulations target electricity usage and building energy efficiency, the State has enacted legislation to reduce fuel consumption in the transportation sector. At the local level, San Diego County's General Plan identifies a number of policies and implementation goals related to energy conservation. State, regional, and local energy regulations applicable to the proposed project are briefly described below.

California Environmental Quality Act (CEQA)

Appendix F, *Energy Conservation*, of the California Environmental Quality Act (CEQA) Guidelines outlines requirements for the evaluation of potential energy impacts of proposed projects. Particular emphasis is placed on “avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.” Moreover, the State CEQA Guidelines state that significant energy impacts should be “considered in an EIR to the extent relevant and applicable to the project.” Mitigation for potential significant energy impacts could include implementing a variety of strategies, including measures to reduce wasteful energy consumption and altering project siting to reduce energy consumption.

Senate Bill (SB) 1389, Chapter 568, Statutes of 2002

The California Energy Commission (CEC) is responsible for, among other things, forecasting future energy needs for the State and developing renewable energy resources and alternative renewable energy technologies for buildings, industry, and transportation. Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report assessing major energy trends and issues facing the State’s electricity, natural gas, and transportation fuel sectors. The report is also intended to provide policy recommendations to conserve resources, protect the environment, and ensure reliable, secure, and diverse energy supplies. The *2015 Integrated Energy Policy Report*, the most recent report required under SB 1389, was released to the public in February 2016.¹

Assembly Bill (AB) 2076, Reducing Dependence on Petroleum

The CEC and California Air Resources Board (ARB) are directed by Assembly Bill (AB) 2076 (passed in 2000) to develop and adopt recommendations for reducing dependence on petroleum. A performance-based goal is to reduce petroleum demand to 15 percent less than 2003 demand by 2020.

AB 1493—Pavley Rules (2002, Amendments 2009)/Advanced Clean Cars (2012)

AB 1493 required ARB to adopt vehicle standards that will lower greenhouse gas (GHG) emissions from new light-duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as *Pavley II* and now referred to as the *Advanced Clean Cars* [ACC] measure) was adopted for vehicle model years 2017–2025 in 2012. Together, the two standards are expected to increase average fuel economy to roughly 54.5 miles per gallon in 2025. These standards will not only reduce GHG emissions, but also reduce gasoline and diesel consumption in the on-road transportation sector.

SB 375 and the San Diego Forward Regional Plan

State and federal mandates require the San Diego Association of Governments (SANDAG) to prepare a regional transportation plan (RTP) every three years. SB 375 further directs SANDAG to prepare a sustainable communities strategy (SCS) to reduce vehicle miles traveled (VMT) and GHG emissions

¹ The CEC is currently in the process of preparing the *2016 Integrated Energy Policy Report Update*. The Scoping Order for the update was issued in March 2016, and the final report is scheduled for adoption in February 2017.

within their jurisdiction. The *San Diego Forward Regional Plan* (Regional Plan) provides a long-range vision for regional transportation goals and policies and predicts transportation challenges and the region's future transportation strategy (San Diego Association of Governments 2015a). Growth in population is expected to result in greater demands on the region's transportation system. The Regional Plan establishes several policies and strategies to reduce transportation-related energy and promote energy-efficient modes of travel.

San Diego County General Plan

The San Diego County General Plan (August 2011) contains several goals and policies in the Land Use, Mobility, and Conservation and Open Space elements that will improve energy efficiency and reduce energy consumption through sustainable land use design. Policies applicable to the project include, but are not limited to, the following:

- **COS-14.3 Sustainable Development.** Require design of residential subdivisions and nonresidential development through "green" and sustainable land development practices to conserve energy, water, open space, and natural resources.
- **COS-16.2 Single-Occupancy Vehicles.** Support transportation management programs that reduce the use of single-occupancy vehicles.
- **M-11.1 Bicycle Facility Design.** Support regional and community-scaled planning of pedestrian and bicycle networks.
- **LU-5.5 Projects that Impede Non-Motorized Travel.** Ensure that development projects and road improvements do not impede bicycle and pedestrian access. Where impacts to existing planned routes would occur, ensure that impacts are mitigated and acceptable alternative routes are implemented.

San Dieguito Community Plan

The San Dieguito Community Plan (April 2013) contains policies in the Energy element that will improve energy efficiency and reduce energy consumption through sustainable land use design. Policies applicable to the project include, but are not limited to, the following:

- **Policy 5.** Promote the availability of safe and practical walking and bicycling routes within the Plan Area.
- **Policy 7.** Improve County roads that are hazardous to bicyclists, and that can be made safer by operational improvements or signing.

Environmental Setting

This section provides background information on the types of energy resources and consumption within California and San Diego County.

California Energy Supply and Demand

California has a diverse portfolio of energy resources. Excluding offshore areas, the State ranked third in the nation in crude oil production in 2014, producing more than 17,000 barrels (equivalent

to 1,153.8 trillion British thermal units [BTU]). The State also ranked fourth in the nation in conventional hydroelectric generation and first in the nation for net electricity generation from renewable resources. Other energy sources in the State include natural gas and biofuels (United States Energy Information Administration 2016a).

Energy efficiency efforts have dramatically reduced statewide per capita energy consumption relative to historical averages. According to the U.S. Energy Information Administration (2016a), California consumed approximately 7,628 trillion BTUs of energy in 2013. Per capita energy consumption (i.e., total energy consumption divided by the population) in California is amongst the lowest in the country, with 200 million BTU in 2013, which ranked 48th among all states in the country. Natural gas accounted for the majority of energy consumption (33 percent), followed by motor gasoline (21 percent), interstate electricity (11 percent), distillate and jet fuel (7 percent, each), renewables (5 percent), and a variety of other sources (United States Energy Information Administration 2016a). The transportation sector consumed the highest quantity of energy (37.8 percent), followed by the industrial and residential sectors (see Table 1).

Table 1. California Energy Consumption by Economic Sector (2013)

Economic Sector	Percent of Total Energy Consumption
Transportation	37.8
Industrial	24.4
Residential	19.3
Commercial	18.5

Source: United States Energy Information Administration 2016a

Per capita energy consumption, in general, is declining due to improvements in energy efficiency and design. However, despite this reduction in per capita energy use, the State's overall (i.e., non-per capita energy consumption) energy consumption is expected to increase over the next several decades due to growth in population, jobs, and demand for vehicle travel. Delivered electricity and natural gas are anticipated to grow about 11 and 14 percent, respectively, between 2014 and 2040, and diesel fuel consumption may increase by 16 percent over the same time period. Motor gasoline usage, however, is expected to decrease by 24 percent. This decrease would largely be a result of high fuel prices, efficiency gains, and competing fuel technologies (United States Energy Information Administration 2016b).

San Diego County Energy Usage

Vehicle usage represents a considerable source of energy consumption within San Diego County. Passenger cars and light duty trucks consume over 85 percent of the fuel used by on-road vehicles, whereas, motorcycles consume the least amount of fuel (Tanaka 2008). The majority of peak period commute trips, approximately 84 percent, are currently made by driving vehicles (San Diego Association of Governments 2015b). Increases in population, employment, and housing throughout the region are expected to increase demand on the transportation network.² Smart growth and

² Population and housing in San Diego County are expected to increase by 925,330 persons (29 percent) and 326,117 homes (28 percent), respectively, between 2012 and 2050. Job growth is anticipated to be slightly more

alternative transportation policies outlined in the RTP/SCS will aid in improving traffic conditions and shifting vehicle trips to less energy-intensive forms of travel, such as walking, biking, and transit.

San Diego County consumes a small amount of energy relative to the State. Electricity and natural gas usage is approximately 7 and 6 percent of the statewide total, respectively (California Energy Commission 2016). Gasoline is about 8 percent of statewide usage; whereas, diesel fuel usage is about 5 percent of the statewide total (California Department of Transportation 2009). For reference, San Diego County is home to about 8.3 percent of California residents.

Analysis of Project Impacts and Determination of Significance

Guidelines for the Determination of Significance

The State CEQA Guidelines recommend an EIR consider the potentially significant energy implications of a project, if relevant. Appendix F to the State CEQA Guidelines identifies the following potential environmental impacts related to energy that may be included in an EIR:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project, including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak- and base-period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The State CEQA Guidelines recommend that the discussion of applicable energy impacts focus on whether the project would result in the wasteful, inefficient, or unnecessary consumption of energy (Public Resources Code Section 21100(b)(3)). Accordingly, based on the criteria outlined in Appendix F of the State CEQA Guidelines, the proposed project would cause significant impacts related to energy if it would lead to a wasteful, inefficient, and unnecessary usage of direct or indirect energy. For the purposes of this analysis, "wasteful" and "inefficient" are defined as circumstances in which the project would conflict with applicable State or local energy standards. As discussed above, energy legislation adopted by California and San Diego County focus on reducing

aggressive, with approximately 460,492 jobs (34 percent) added between 2012 and 2050 (San Diego Association of Governments 2015b).

energy consumption and improving energy efficiency. Accordingly, if the project conflicts with State or local energy policies, which were designed to avoid wasteful and inefficient energy usage through improved energy efficiency and reduced energy consumption, it would result in a significant impact related to energy resources.

Because energy legislation adopted by California and local governments is intended to conserve statewide and regional energy consumption, projects that conflict with applicable plans and policies would also contribute to a cumulative energy impact. Accordingly, for the purposes of this analysis, the project would result in a significant cumulative impact if it conflicts with applicable State or local energy standards, and, as such, the project-level and cumulative impact determinations are identical.

Analysis

The energy analysis for the project evaluates both direct and indirect energy, as defined below.

- **Direct energy** is the energy used in the actual propulsion of motor vehicles using transportation facilities. Direct energy associated with the project consists of energy consumed by all vehicles entering and passing through the transportation study area. The project would affect the energy consumed, relative to existing conditions, by changing vehicle speeds and patterns. The transportation study consists of the three intersections along Paseo Delicias/Del Dios Highway, as well as seven nearby intersections and nine nearby roadway segments, which are part of the temporary detour route.
- **Indirect energy** is the energy used for construction, maintenance, and operation of the project, and any substantial energy expenditures related to project-induced land use changes and mode shifts. Indirect energy associated with the project consists of energy consumed during construction, electricity used to power pedestrian lighting fixtures, and energy consumed by routine operations and maintenance (O&M) activities.

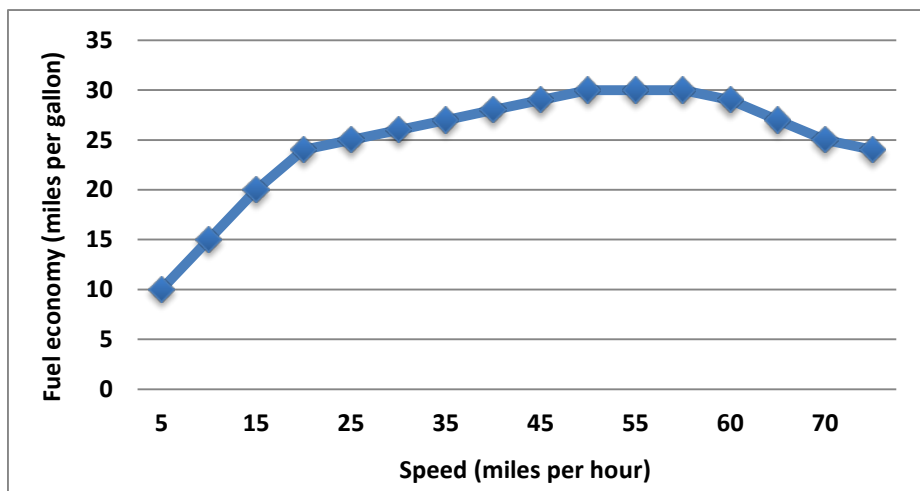
Construction of the project would replace existing stop sign controls at the following three intersections: Via de la Valle/La Fremontia, El Montevideo/La Valle Plateada, and El Camino del Norte/Del Dios Highway. Vehicles utilizing these facilities currently consume energy, which would be effectively eliminated and replaced with operational energy consumption associated with the project. The difference in energy use between the project and the existing conditions represents the net operational impact of the project analyzed in this analysis.

Impact ENG-1. Lead to a wasteful, inefficient, and unnecessary usage of direct energy.

During construction, changes in vehicle flow as a result of temporary detours may result in temporary increased energy expenditures within the transportation study area. Once constructed, the project would not generate any traffic; however, the traffic study indicated that a small shift of vehicles would move from using side streets (cut-through traffic) to the project corridor. Furthermore, installation of the roundabouts would eliminate the need for vehicles to come to a complete stop, relieving congestion and improving traffic flow. Average vehicle speeds during the peak hours would therefore likely be greater under the proposed project compared to the existing conditions. As shown in Figure 1, vehicle fuel consumption tends to be highest at stop-and-go

speeds, and decreases with increasing speeds up to about 55 miles per hour. This trend is substantiated by case studies from the Federal Highway Administration (2012), which indicate that roundabouts can reduce fuel consumption by 16–30 percent compared to signalized or signed intersections. Because the project would enable vehicles to pass through the roundabouts without stopping, the project is expected to result in more efficient operation of vehicles accessing the facility, which would reduce direct energy, relative to existing conditions.

Figure 1. Average Fuel Economy as a Function of Vehicle Speed



Source: U.S. Department of Energy 2014a

The project also includes a number of design features that may further reduce direct energy consumption in the larger transportation network. The roundabouts would prioritize safety for pedestrians, bicyclists, and equestrians. Existing bus stops would be upgraded to include pullouts and shelters. Combination equestrian/pedestrian crossings would also be provided, as well as push-button-activated in-pavement lighting and above-ground flashing beacons (discussed below). These project design features would improve pedestrian, equestrian, and bicyclist safety and may encourage individuals to utilize these forms of alternative transportation instead of driving, which would reduce VMT and associated direct fuel consumption.

Based on the above analysis, the project is not only anticipated to reduce direct energy consumption but would also improve transportation efficiency and enhance alternative transportation through specific project design features. Accordingly, the project is consistent with State and local policies designed to increase energy efficiency and reduce fuel consumption, including AB 2076, which is designed to reduce petroleum demand to 15 percent below 2003 levels by 2020. Reductions in fuel consumption would also have a corresponding GHG emissions benefit. As such, the project would assist the region and SANDAG in meeting the GHG reduction goals established by SB 375 and outlined in the Regional Plan. Because the project is consistent with State and local energy policies, the project would not result in a wasteful, inefficient, and unnecessary usage of direct energy. This impact would be less than significant, and no mitigation is required.

Impact ENG-2. Lead to a wasteful, inefficient, and unnecessary usage of indirect energy.

Indirect energy consumption would result from project construction and O&M. Construction of the project would result in the consumption of energy (e.g., fossil fuels) to manufacture and deliver materials and to construct the physical roundabouts. O&M of the project would result in the consumption of energy to power new pedestrian-scale lighting fixtures and maintain the roundabouts. Maintenance activities required for roundabouts and stop sign controls are not expected to significantly differ. Accordingly, this analysis focuses on indirect energy from construction and lighting as there would be no difference in maintenance-related energy consumption, relative to existing conditions.

Construction and demolition activities are anticipated to occur over a 12- to 18-month period, with each intersection taking approximately 4 months to complete. Manufacturing and transport of pavement, striping, curbs, landscaping, and other construction materials would require a one-time expenditure of energy. Likewise, energy would be consumed by heavy-duty equipment used to demolish existing features and grade, pave, and construct the roundabouts. Once constructed, new pedestrian-scale lighting fixtures would represent a long-term source of electricity consumption.

While construction would result in a short-term increase in energy use, construction design features would help conserve energy. For example, recycled materials would be used where feasible. Recycled products typically have lower manufacturing and transport energy costs as they do not utilize raw materials, which must be mined and transported to a processing facility. The new pedestrian-scale lighting fixtures would also be designed to provide low-level lighting and minimize energy consumption. Specifically, the project would install high efficiency light emitting diode (LED) bulbs as feasible to achieve a natural appearance (color temperature 4000–4200 degrees Kelvin), which consume about 75 percent less electricity than typical incandescent bulbs (U.S. Department of Energy 2014b). These energy conservation features are consistent with State and local policies to reduce energy. Therefore, the project would not result in an inefficient, wasteful, and unnecessary consumption of indirect energy, and impacts would be less than significant.

Conclusion

The proposed project would relieve traffic congestion and improve traffic flow by eliminating the need for vehicles to come to a complete stop. The project would also provide support and encourage walking and biking in the transportation study area. These features would reduce direct energy, relative to existing conditions, and likely offset minor increases in indirect energy consumed during construction and over the life of the project through nighttime lighting. The long-term improvements in transportation efficiency, as well as the construction and operational design features to reduce energy consumption, ensure the project would be consistent with State and local energy policies. Accordingly, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy, and potential impacts would be less than significant.

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**DRAFT
ENVIRONMENTAL IMPACT REPORT**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
State Clearinghouse # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
Environmental Services Unit
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, California 92123**

December 2012

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December 2012

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LIST OF ACRONYMS AND ABBREVIATIONS

μ/m^3	micrograms per cubic meter
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADI	Area of Direct Impact
ADT	average daily traffic
AMSL	above mean sea level
APE	Area of Potential Effects
APS	Alternative Planning Strategy
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAD	computer-aided dispatch
CAFE	Corporate Average Fuel Economy
Cal EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	Climate Action Team
CCAA	California Clean Air Act
CCDC	Centre City Development Corporation
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CH ₄	methane
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
County	County of San Diego
Covenant	Rancho Santa Fe Protective Covenant
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CWA	Federal Clean Water Act
dB	decibel
dBA	A-weighted decibels
DEH	Department of Environmental Health
DLI	Director's Letter of Instruction
DPLU	Department of Planning and Land Use
DPM	diesel particulate matter
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control

EIR	Environmental Impact Report
EO	Executive Order
ESA	Environmentally Sensitive Area
FCWA	Federal Clean Water Act
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GWP	global warming potential
HFCs	hydrofluorocarbons
HLP	habitat loss permit
HRER	Historical Resources Evaluation Report
HSWA	Hazardous and Solid Waste Act
HWCL	Hazardous Waste Control Law
I-	Interstate
IPCC	Intergovernmental Panel on Climate Change
K	Kelvin
LED	light-emitting-diode
L_{eq}	Equivalent Noise Level
LID	Low impact development
LLG	Linscott Law & Greenspan, Engineers
LOS	level of service
LPS	low-pressure sodium
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
ME	General Plan Mobility Element
MEI	maximally exposed individual
MMT	million metric tons
MMT CO_2e	CO_2e million metric tons
MND	Mitigated Negative Declaration
mph	miles per hour
MPOs	metropolitan planning organizations
MSCP	Multiple Species Conservation Program
MT	metric tons
MUTCD	Manual of Uniform Traffic Control Devices
N_2O	nitrous oxide
NAAQS	national ambient air quality standards
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NCMSCP	North County Multiple Species Conservation Program
NCP	National Contingency Plan
NEPA	National Environmental Policy Act
NHTSA	National Highway Traffic Safety Administrator
NO_2	nitrogen dioxide
NOE	No Significant Effect
NOI	Notice of Intent
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System

NPL	National Priorities List
NRHP	National Register of Historic Places
NSLU	noise-sensitive land use
O ₃	Ozone
OES	Office of Emergency Services
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OSHA	U.S. Occupational Safety and Health Administration
PFCs	perfluorocarbons
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
Porter-Cologne	Porter-Cologne Water Quality Control Act of 1969
ppm	parts per million
PRC	Public Resource Code
RAQS	regional air quality strategies
RCEM	Road Construction Emissions Model
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gas
ROW	right-of-way
RPO	Resource Protection Ordinance
RPS	Renewable Portfolio Standard
RSF	Rancho Santa Fe
RSFCSD	Rancho Santa Fe Community Services District
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas and Electric Company
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SLCs	screening level thresholds
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TAIC	Technology Associates International Corporation
TIA	Traffic Impact Analysis
TMDL	total maximum daily loads
TNM	Traffic Noise Model
USC	U.S. Government Code
USEPA	U. S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VOC	volatile organic compound

SUMMARY

S.1 Project Synopsis

The County of San Diego (County) Department of Public Works (DPW) proposes an intersection improvement project to ease traffic congestion at the following three intersections along Paseo Delicias in the unincorporated community of Rancho Santa Fe in northwest San Diego County:

- Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)
- El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- El Camino del Norte/Del Dios Highway (El Camino del Norte)

Paseo Delicias is a two-lane road, classified in the County's General Plan Mobility Element as a 2.2A Light Collector, which is heavily used by through traffic during morning and afternoon commute periods for travel between Interstate 15 (I-15) and Interstate 5 (I-5). This high volume of traffic creates long queues at each of the above listed stop-sign controlled intersections. To avoid long waits at these stop signs, some motorists divert onto other narrow residential roadways, creating potential traffic conflicts and delays to residents accessing their driveways. Through coordination with the community, County DPW has identified traffic roundabouts as a potential solution to the congestion issue.

S.1.1 Location/Boundary

The proposed project site is located at the three intersections listed above and their approaching street segments along approximately 2.6 miles of Paseo Delicias between Via de la Valle and El Camino del Norte in the Rancho Santa Fe neighborhood of the San Dieguito Community Plan area within unincorporated San Diego County.

S.1.2 Project's Component Parts

The roundabouts would be based on Federal Highway Administration (FHWA) guidelines for design of rural roundabouts and would allow traffic to enter each roundabout without stop-sign controls at any of the intersecting street segments. Yield signs would be installed at the entries to the roundabouts to require vehicles approaching each roundabout to yield the right-of-way to vehicles already within the roundabout. Combination pedestrian/equestrian crossings would be installed and would be delineated by crosswalk markings in the pavement. Pedestrian and equestrian height push-button controls would activate in-pavement lighting and above-ground flashing beacon at the cross-walks. The equestrian-height controls would also activate advance flashing warning signs to notify motorists when equestrians are crossing at the intersection ahead. Lighting fixtures would be installed to illuminate the roundabouts for safety. New landscaping consistent with County safety standards would be installed at each of the roundabouts, and would be designed in coordination with the Rancho Santa Fe Association.

The El Camino del Norte roundabout would have three intersecting street segments and would need to be widened on the northwest and northeast corners to accommodate the roundabout. Retaining walls would be constructed on the south side of Paseo Delicias / Del Dios Highway and the east side of El Camino del Norte; the top of all retaining walls would be level with road grade.

North of the El Camino del Norte intersection on the west side of the road there are two residential driveways that would be affected by the roundabout. These driveways would be

combined with a frontage road that would connect with El Camino del Norte farther north so as not to be impeded by the splitter island or interfere with the proper functioning of the proposed roundabout.

The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments. To avoid sensitive cultural resources, the intersection would be widened and shifted slightly in a northeasterly direction. This intersection would undergo a minor elevation increase to meet safety requirements for roundabout design. No widening would be required at the southwest side of the intersection.

The Via de la Valle/La Fremontia roundabout would have three intersecting street segments and would include closure of the western intersection of La Fremontia to convert it to a cul-de-sac. A landscaped berm would be constructed between the La Fremontia cul-de-sac and the roundabout. The southwest and southeast corners at the intersection of Paseo Delicias/Via de la Valle would be widened to accommodate the roundabout and for the realigned equestrian trail that would follow along the southeast side of the intersection.

South of the Via de la Valle/La Fremontia roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. A left-turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway. West of the roundabout, the eastern access to a circular driveway at a private residence on the south side of Paseo Delicias would be closed. Access to the residence would be maintained via the western leg of the driveway.

At the Via de la Valle and El Montevideo intersections, existing bus stops on Paseo Delicias would be relocated to match the alignment of the roundabout. The relocated bus stops would include shelters and bus pullouts.

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

Table S.1 provides a summary of each potential environmental effect found to be significant with implementation of the proposed project, the mitigation measures that would reduce or avoid that effect, and the conclusion as to whether the effect is reduced to below a level of significance by applying the mitigation measures. The table also notes the subchapters of this Environmental Impact Report (EIR) where each topic is analyzed in detail.

S.3 Areas of Controversy

The California Environmental Quality Act (CEQA) Guidelines Section 15123(b)(2) states that an EIR shall identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The County issued a Notice of Preparation (NOP) for the Rancho Santa Fe Roundabouts Project on October 15, 2007, and received 14 written communications by mail, email, and fax during the NOP comment period; these letters are included as Appendix A of the EIR. The County also held a public meeting in Rancho Santa Fe on January 9, 2007. Verbal comments from that meeting and other comments collected by the Rancho Santa Fe Association were summarized and provided to the County in a letter from the Rancho Santa Fe Association. This letter is also included in Appendix A. In addition, in October 2008, the County circulated the Draft EIR for public review and comment. A total of 33 public comment letters were received and are included in Appendix B of the EIR. Although these comments are part of the administrative record, pursuant to Section 15088.5(f)(1) of the State CEQA Guidelines, formal responses to the 2008 public review comments are not required. Rather, as described in Section 1.2.1.1, Project History, the draft EIR was revised to address these comments. New

comments must be submitted for this revised Draft EIR; during preparation of the Final EIR, formal responses will be prepared to address public comments received during the public review period for this recirculated Draft EIR.

From the above-mentioned comment letters, public forum, and agency coordination, the main areas of controversy relate to uncertainties about the introduction of new roundabout features, the spatial needs of these features, and special considerations for incorporating roundabouts in the historic community of Rancho Santa Fe. Specifically, the preference for traffic signals rather than roundabouts and the request for inclusion of traffic signals as a project alternative analyzed in the EIR were common statements in the communications received. Access to driveways was also expressed as a concern by some respondents. There were a number of comments regarding safety for pedestrians, equestrians, and bicyclists crossing the roundabouts and for vehicles and appropriate speeds for navigating through the intersections. The comments also raised general concerns regarding noise, property impacts, and headlights at the roundabouts as well as regarding potential impacts on the historic, aesthetic, and community character.

While the comments also raised concerns regarding the cost of roundabout construction, it should be noted that in accordance with CEQA Guidelines section 15131, economic effects of a project shall not be treated as significant effects on the environment. The fiscal impact on the County as a result of project approval would be an economic effect and is, therefore, not analyzed as a potential physical environmental impact in this EIR.

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

If the County Board of Supervisors (Board) decides to certify the Final EIR and approve the associated discretionary action that would initiate implementation of the proposed project, the Board would also be required to make decisions concerning the significant biological resource impacts that can be avoided and/or reduced to levels less than significant with mitigation measures and the significant traffic impacts during construction, which cannot be avoided or mitigated to less than significant. Findings are required to be adopted for each significant impact that shows the project has been changed (including adoption of mitigation measures) to avoid or substantially reduce the magnitude of impacts wherever feasible. The Board must also determine that adopted mitigation measures are feasible (or why in certain cases mitigation is not feasible) and would be implemented during the design and construction phases of the project.

Regarding the choice among alternatives, a number of community members indicated they prefer traffic signals over roundabouts. In addition, the Signalized Intersections Alternative is the environmentally superior alternative (see below and Chapter 4). The Board may elect to choose one of the alternatives, such as the Signalized Intersections Alternative, over the proposed project.

S.5 Project Alternatives

CEQA Guidelines require that an EIR contain a reasonable range of alternatives that could feasibly attain most of the basic project objectives and also avoid or substantially lessen the significant impacts of the project, and evaluate the comparative merits of the alternatives. The selection of alternatives was guided by the “rule of reason” which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Alternatives were also developed in response to public comments received on the NOP. Alternatives to the proposed projects are identified in detail and analyzed in Chapter 4.0; Table 4.1 contains a summary comparison of the proposed project with each of the alternatives analyzed. The following three

alternatives are compared in this EIR to the proposed project, and are listed here in order of environmental superiority based on the detailed analysis in Chapter 4.0:

- No Project Alternative
- Signalized Intersections Alternative
- Combined Roundabouts / Stop-Signs Alternative

S.5.1 No Project Alternative

For the No Project Alternative, the roundabouts would not be installed, and no other alterations or improvements to the existing intersection configurations would be made. The environmental setting would remain in place as described in Section 1.4 of this EIR, and no change would be made to the existing intersection stop controls, equestrian crossing facilities, roadway widths, or roadway striping and signage. The No Project Alternative would result in a level of service (LOS) F at the three project intersections, thus maintaining the existing degraded levels of service. Because this alternative would not meet many of the objectives of the proposed project and would not reduce existing traffic operations to acceptable levels, this alternative is not the environmentally superior alternative.

S.5.2 Signalized Intersections Alternative

The Signalized Intersections Alternative would alter the three project intersections by installation of traffic signals and restriping each intersection. It is assumed that all roadway improvements would be located within the existing rights-of-way at each intersection, and equestrian crossings would occur at the current crosswalks. For the Via de la Valle intersection, the existing northbound lane on Via de la Valle would be separated into one left-turn lane and one right-turn lane approaching the intersection with Paseo Delicias; La Fremontia would be closed to traffic on the western end of the loop, leaving access open on the eastern end; and the existing Las Colinas alignment at the intersection with Via de la Valle would remain the same with a stop sign control on Las Colinas. Compared to the proposed roundabouts project, this alternative would result in reduced impacts on biological resources that would include temporary indirect impacts from construction noise that could occur on nesting or foraging sensitive bird species, including tree nesting raptors and nesting migrating birds, in the area of the El Camino del Norte intersection, and would result in a less than significant impact on transportation/circulation because the construction duration would be shorter and no extended lane closures would be needed. The Signalized Intersections Alternative would be the environmentally superior alternative because it would reduce significant impacts compared to the proposed project

S.5.3 Combined Roundabouts / Stop-Signs Alternative

The Combined Roundabouts / Stop-Signs Alternative would consist of construction of roundabouts at the outer two intersections (Via de la Valle and El Camino del Norte) and retention of the existing stop-sign controls at the center intersection (El Montevideo). As with the proposed project, flagging operations at the outer intersections would be implemented to facilitate traffic through the corridor during construction of the roundabouts. Compared to the proposed project, this alternative would result in similar impacts on biological resources and reduced impacts on traffic.

Table S.1
Summary of Significant Effects and Mitigation Measures

Impact Number and Description of Impact	Mitigation Measure	Significance After Mitigation
2.1 Biological Resources		
<p>BI-1. Two coast live oak trees occur within ornamental landscaping in the study area at the Via de la Valle/La Fremontia intersection, one of which is within the project footprint (see Figure 2.1.3). As currently designed, construction of the proposed project is anticipated to avoid impacts on the coast live oak tree and its root zone. In the event that impacts on the coast live oak tree cannot be avoided during construction, the resulting impact would be considered a significant direct impact pursuant to Senate Bill 1334, which states conversion of oak woodland is subject to CEQA and must be mitigated.</p>	<p>M-BI-1. In the event that impacts on any coast live oak individuals (or their root zones) occur as a result of project implementation, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project. These plantings shall be monitored for a period of five years. In the event that coast live oak replacement plantings do not successfully establish within the monitoring period, these plantings shall themselves be replaced.</p>	<p>Less Than Significant</p>
<p>BI-2. The study area supports several different vegetation communities, including disturbed/ developed habitats that contain limited amounts of ornamental vegetation, such as large eucalyptus and pepper trees, as well as several coast live oak trees, which may provide potential nesting habitat for tree-nesting raptors. Nest disturbance caused by removal of large trees within the impact zone during the raptor breeding season would potentially result in a significant direct impact on tree-nesting raptors, and noise from construction activities during the raptor breeding season would result in a significant indirect impact on tree-nesting raptors.</p>	<p>M-BI-2a. To avoid direct impacts on tree-nesting raptors from vegetation clearing, vegetation clearing shall occur outside of the raptor breeding season (January 15–July 15).</p> <p>M-BI-2b. If such activities cannot be avoided during the breeding season, potential direct impacts shall be minimized through preconstruction tree-nesting raptor surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on tree-nesting raptors due to construction noise shall be avoided by initiating construction activities prior to the raptor breeding season. Subsequent nesting raptor surveys shall be conducted if construction is halted for more than one week at any time during the raptor breeding season.</p>	<p>Less Than Significant</p>

Impact Number and Description of Impact	Mitigation Measure	Significance After Mitigation
<p>BI-3. Clearing and grubbing of vegetation during the migratory bird breeding season would have the potential to directly impact nesting migratory birds that are protected under the Migratory Bird Treaty Act (MBTA). Migratory birds include many native California species. In addition, construction activities that generate excessive noise would have the potential to indirectly impact some of these bird species that may be nesting in the vicinity of the project. Clearing and grubbing activities during the migratory bird breeding season would result in a significant direct impact and generation of excessive noise would potentially result in a significant indirect impact on nesting migratory birds.</p>	<p>M-BI-3a. To avoid direct impacts on nesting migratory birds from vegetation clearing, vegetation clearing shall occur outside of the migratory bird breeding season (February 15–September 15).</p> <p>M-BI-3b. If such activities cannot be avoided during the migratory bird breeding season, potential direct impacts shall be minimized through preconstruction migratory bird surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on nesting migratory birds due to construction noise shall be avoided by initiating construction activities prior to the bird breeding season. Subsequent nesting bird surveys shall be conducted if construction is halted for more than one week at any time during the breeding season.</p>	<p>Less Than Significant</p>
<p>BI-4. Approximately 0.43 acre of coastal sage scrub was identified within the study area. As currently designed, construction of the proposed project would result in 0.02 acre of permanent impacts and 0.02 acre of temporary impacts on Diegan coastal sage scrub at the El Camino del Norte roundabout location. Project-related impacts on Diegan coastal sage scrub habitat would be considered a significant direct impact.</p>	<p>M-BI-4. Mitigation for temporary impacts on sensitive Diegan coastal sage scrub habitat shall include restoration of all temporary construction impacts on site at a 1:1 mitigation to impact ratio. Mitigation shall occur through revegetation of the manufactured slope of the retaining wall at the El Camino del Norte roundabout with a native Diegan coastal sage scrub seed mix. Mitigation for permanent impacts on Diegan coastal sage scrub habitat shall be mitigated off site through habitat conservation at a 2:1 mitigation ratio. Offsite mitigation shall occur at a County mitigation bank or other appropriate mitigation site approved by the resource agencies.</p>	<p>Less Than Significant</p>

Impact Number and Description of Impact	Mitigation Measure	Significance After Mitigation
<p>BI-5. Small non-vegetated waters and ephemeral drainages occur along the northern side of Paseo Delicias at the Via de la Valle/La Fremontia roundabout location. The drainage located at the Via de la Valle/La Fremontia intersection (comprising approximately 0.02 acre of streambed) is a naturalized artificial storm drain surrounded by disturbed habitat. This drainage dissipates within an open space vegetated with ornamental nonnative species and scattered coast live oak trees located between residential properties. Construction of the roundabout at this intersection would result in permanent impacts on 0.005 acre of CDFG/RWQCB jurisdictional non-wetland waters.</p> <p>Impacts on non-wetland waters at this intersection would be considered a significant direct impact.</p>	<p>M-BI-5. Permanent impacts (0.005 acre) on non-vegetated channel (CDFG/RWQCB jurisdictional streambed) at the Via de la Valle/La Fremontia roundabout shall be mitigated on site (most likely at the El Camino del Norte location) to the degree feasible, or at a suitable offsite location approved by the resource agencies at a 2:1 mitigation to impact ratio.</p>	<p>Less Than Significant</p>
<p>BI-6. Impacts on Federal (i.e., ACOE-jurisdictional) wetlands and other waters of the U.S., including the removal of vegetation or discharge of fill during project construction, would be considered a significant direct impact.</p>	<p>M-BI-6. Impacts on Federal wetlands and waters would be avoided by implementing the following: An Environmentally Sensitive Area (ESA) shall be established around jurisdictional wetlands and waters of the U.S and demarcated by orange construction fencing. A qualified biologist shall monitor to ensure that construction activities avoid this ESA.</p> <p>Construction contractors or personnel shall implement a construction education program approved by County staff to ensure that contractors and all construction personnel are informed of the biological constraints associated with any particular construction site. The education program shall focus on (a) the purpose for resource protection, (b) contractor identification of sensitive resource areas in the field such as areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time during the construction process, and (e) ramifications of noncompliance. This program will be conducted by a qualified biologist.</p>	<p>Less Than Significant</p>

Impact Number and Description of Impact	Mitigation Measure	Significance After Mitigation
2.2 Transportation and Circulation		
<p>TR-1. Construction activities that would result in temporary intermittent full and partial closures of the three project intersections along Paseo Delicias/Del Dios Highway would result in a significant direct impact on surrounding roadways and intersections (TR-1).</p>	<p>M-TR-1. In order to minimize the temporary construction traffic impact to the extent feasible, traffic control plans shall be developed and implemented to facilitate traffic flow through the project area during construction activities.</p> <p>The traffic control plans shall be developed prior to construction of the roundabouts. The plans shall be required to meet the following criteria:</p> <ul style="list-style-type: none"> • Traffic control/detour plans shall be prepared for the construction project per the Manual of Uniform Traffic Control Devices (MUTCD) and County standards. • Signage and flagging operations shall be provided per the MUTCD and County standards. • Flagger stations shall be located far enough in advance of the work space so that approaching road users will have sufficient distance to stop before entering the work space. • Emergency access to all homes and businesses shall be maintained at all times. One travel lane shall be open at all times and access to emergency vehicles shall be prioritized and maintained at all times. • Access to local residences and commercial sites shall be maintained at all times during construction. • Property owners and residents shall be given ample warning as to when construction will occur. A public noticing campaign regarding the traffic control detours and anticipated delays shall be conducted. • Flagging operations shall be implemented during the anticipated intermittent, short-duration single lane closures at each of the three roundabout intersections. During the morning peak hour, one lane shall remain open in each direction. During the remainder of the day only one travel lane shall be open, and flaggers shall be utilized to allow one direction of traffic to proceed for a maximum of 10 minutes. 	<p>Significant and Unmitigable</p>

Impact Number and Description of Impact	Mitigation Measure	Significance After Mitigation
	<ul style="list-style-type: none"><li data-bbox="667 289 1235 562">• A formal detour route and plan, as depicted in Figure 2.2.3, shall be implemented during the anticipated closure of the eastbound lane of Paseo Delicias at the El Montevideo intersection. The closure is expected to last approximately two weeks, and should not last any longer than two months. The westbound lane shall remain open at all times.	

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CHAPTER 1.0 PROJECT DESCRIPTION, LOCATION, AND ENVIRONMENTAL SETTING

1.1 Project Objectives

The County of San Diego Department of Public Works (County DPW) proposes an intersection improvement project to ease traffic congestion at three intersections along Paseo Delicias in the unincorporated community of San Dieguito in western San Diego County (Figures 1.1 and 1.2).

The objectives of the proposed project are to:

1. Ease traffic congestion at the three project intersections;
2. Maintain Paseo Delicias/Del Dios Highway as a two-lane road as designated in the General Plan Mobility Element;
3. Provide safe intersections for vehicular traffic, bicycle traffic, pedestrians and equestrians;
4. Maintain the rural character that is desired in the San Dieguito Community Plan area;
5. Ensure that the project's component parts are consistent with, and complementary to, the aesthetic, community character, and historic aspects of the Rancho Santa Fe community; and
6. Minimize impacts on structures, landscaping, property, and other features within the Historic Planned Community of Rancho Santa Fe, while following applicable roadway design standards.

1.2 Project Description

Through coordination with the community, County DPW has identified traffic roundabouts as a potential solution to the congestion issue. The roundabouts would be constructed to replace existing stop sign controls at the following Paseo Delicias intersections (Figure 1.3):

- Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)
- El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- El Camino del Norte/Del Dios Highway (El Camino del Norte)

Traffic operations at each of the three intersections would be improved with installation of the proposed roundabouts. Roundabout construction would include adequate signage and illumination to provide for pedestrian, bicyclist, equestrian, and motorist safety as described below.

1.2.1 Project's Component Parts

1.2.1.1 *Project History*

The project intersections have operated at substandard Levels of Service (LOS) for many years. Replacement of the stop-sign controls with traffic signals would be the typical remedy for such a situation; however, the project site is located within a California Historic Landmark (refer to Section 3.1.4) and does not contain any traffic signals. In addition, the Rancho Santa Fe Association has been opposed to introduction of a new urban feature (traffic signals). For this reason, in 2004, the Rancho Santa Fe Association and the County of San Diego jointly funded a roundabout feasibility study. The study concludes that roundabouts at the three project intersections would improve LOS for these intersections during peak traffic hours in both the

short and long term. After consideration of the feasibility study and at the request of the Rancho Santa Fe Association, in 2005, the County began preliminary design, pursuit of funding opportunities, and environmental review.

In January 2007, the County conducted a community open house meeting at the Garden Club in Rancho Santa Fe to discuss the project with the community. During the weeks following the meeting, the County received communications from members of the public, most of whom noted concerns regarding noise, air quality, traffic, safety, the community's cultural landscape, potential traffic increases and property takes. Upon consideration of the draft technical reports' findings and input from the community, it was determined that an EIR should be prepared for the project pursuant to Section 21082.2 of the California Environmental Quality Act (CEQA). The Notice of Preparation (NOP) was circulated for 30 days beginning on October 15, 2007; the circulation period was extended and ended on November 28, 2007.

In October 2008, the County of San Diego (County) released the Draft Environmental Impact Report (EIR) for the Rancho Santa Fe Roundabouts Project for public review and comment. The County received 33 comment letters containing a number of comments on the Draft EIR, some of which contained requests that additional information be included in the EIR (summarized below). In addition, the 33 public comment letters are included as Appendix B of the EIR; formal responses to these comments have not been prepared (see Section 1.5.2 below). After the 2008 public review period, the County determined that lighting would be required to ensure the safety of roundabout users (motorists, bicyclists, equestrians, and pedestrians), that an analysis of the lighting and its potential impacts must be included in the EIR, and that this change to the project description warranted recirculation of the EIR to allow the public the opportunity to comment on the potential environmental impacts associated with these changes. The County and community worked together to develop an appropriate lighting scheme that would maximize safety and minimize adverse effects on the rural and historic community character of the project area.

Since the 2008 public review period, the County has made numerous revisions to the Draft EIR to adequately document analysis of all potential impacts. The revisions are largely based on: comments received during the 2008 public review, minor design changes, the addition of lighting, the County's adoption of a new General Plan in 2011, revised County guidelines for addressing Greenhouse Gases, and revisions to the shared CEQA and National Environmental Policy Act (NEPA) technical studies, to ensure consistency between the CEQA and NEPA analyses. Due to a federal funding component of the project, a NEPA document is required and FHWA Guidelines apply. The NEPA Categorical Exclusion will be prepared separately by Caltrans Local Assistance, the NEPA Lead Agency. The following is a summary of the major revisions to the 2008 Draft EIR:

- Information was added regarding design and safety of the roundabouts including: speeds for navigating the roundabouts, minimum circumference for the roundabouts, a description of signage and reflectors, and safety measures for vehicles, pedestrians, equestrians, and bicyclists.
- Minor design changes resulted in a change to the construction duration. Therefore a revised Traffic Impact Analysis was prepared to address potential impacts during construction.
- The Biological Technical Report was revised to reflect the shift in the project impact area allowing certain sensitive resources to be avoided.
- A lighting study was conducted to determine the amount of light necessary for safety while minimizing potential light effluence and changes to the existing aesthetic condition and community character.

- A revised Historic Resources Evaluation Report was prepared to reflect the addition of lighting and its potential to affect the historic character of the area as well as an expanded discussion of the potential impacts of the project on the historic elements and features of Rancho Santa Fe.
- A separate Greenhouse Gases section is now included in the EIR.

1.2.1.2 Roundabout Design

The proposed roundabouts have been designed to prioritize safety for pedestrians, bicyclists, equestrians, and motorists. The design is based on the Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts, which is appropriate for the existing roadway conditions on Paseo Delicias in terms of lane width and posted speed limit. The proposed roundabout size has been minimized to the extent feasible to still accommodate large trucks, vehicles with trailers, and bus traffic. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 48- to 54-foot diameter central island, a 12- to 15-foot-wide truck apron, and a 16-foot-wide travel lane. The roundabouts were designed to accommodate future intersection traffic volumes as forecasted through the year 2030. No changes to the posted speed limits or segment characteristics are part of the proposed project.

Traffic entering each roundabout would not be stop controlled at any of the intersecting street segments. Approximately 500-feet from the intersection, yield-ahead symbol-signs would be placed to alert drivers to the intersection feature ahead and to begin slowing. In addition, diagrammatic "circular intersection" symbol-signs would be located approximately 300-feet from the intersection. Yield signs at each entry to the roundabouts would require vehicles approaching each roundabout to yield the right-of-way to vehicles, pedestrians, equestrians, or bicyclists already within or crossing the roundabout. Vehicles would slow at the roundabout yield sign to create gaps in the traffic flow. Drivers would need to maneuver around the splitter islands and central island at speeds of 15–27 miles per hour. The entering vehicles would merge into the counter-clockwise flow of a single lane of traffic. Through traffic on Paseo Delicias would complete a one-half circle on the roundabout and continue in a westbound or eastbound direction. Vehicles turning onto intersecting streets would complete a one-quarter or three-quarter circle on the roundabout and would be able to exit onto any of the intersecting street segments.

The project design includes safety features for pedestrians, equestrians, and bicyclists. The configuration would provide the required sight distance to the pedestrian/equestrian crossings for vehicles navigating the roundabouts. Combination equestrian/pedestrian crossings would be delineated by crosswalk markings in the pavement, and would include push-button-activated in-pavement lighting and above-ground flashing beacon. The equestrian height push-button control would also activate advance flashing warning signs located between 400 and 500 feet from the crossings at each leg of the intersection. As with any other intersection, bicyclists would have the option of riding through the intersection with traffic or pulling to the side and crossing at the cross-walks. Lighting and reflective devices would be included to improve pedestrian, equestrian, and bicyclist safety and motorist awareness of the intersection.

The center of each roundabout would be landscaped, and combined curb-gutters would be installed around the perimeter of each roundabout to direct the circular flow of traffic. Curbs would also be installed for the raised splitter islands at the approach to each roundabout.

1.2.1.3 Roundabout Intersection Design Features

Via de la Valle/La Fremontia Intersection

The Via de la Valle/La Fremontia roundabout would have three intersecting street segments: Paseo Delicias from the west and east, and Via de la Valle from the south (see Figure 1.4). The design for this roundabout includes the closure of the western La Fremontia intersection. The western leg of La Fremontia would be made into a cul-de-sac, and access to this road would be east of the roundabout at its eastern intersection with Paseo Delicias. A landscaped berm would be constructed between the new cul-de-sac and the roundabout. The southwest and southeast corners at the intersection of Paseo Delicias/Via de la Valle would be widened to accommodate the roundabout and to allow the realigned equestrian trail that would follow along the southeast side of the intersection. Existing bus stops on Paseo Delicias would be relocated to match the alignment of the roundabout. Relocated bus stops would include shelters and bus pullouts. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout and cul-de-sac.

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment would allow continuous traffic flow through the three street segments in the roundabout and would provide full access to Las Colinas from Via de la Valle. A left-turn pocket into Las Colinas would also be constructed. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway.

West of the roundabout, the eastern access to a circular driveway at a private residence on the south side of Paseo Delicias would be closed. Ingress and egress to the private residence would be maintained via the western opening of the circular driveway. Left-out access from a residential driveway located on the northwest corner of the intersection of Via de la Valle and Paseo Delicias would be prohibited due to the presence of the proposed splitter island on the eastbound approach of Paseo Delicias to the intersection with Via de la Valle.

El Montevideo/La Valle Plateada Intersection

The El Montevideo/La Valle Plateada roundabout would have four intersecting street segments: Paseo Delicias from the west and east, El Montevideo from the north, and La Valle Plateada from the south (see Figure 1.5). To avoid sensitive cultural resources, the intersection would be widened and shifted slightly in a northeasterly direction, and would undergo a minor elevation increase to meet safety requirements and sight-line distances for roundabouts design. No widening would be required at the southwest side of the intersection. Existing bus stops on Paseo Delicias would be relocated farther to the east and west of the roundabout, and would include shelters and bus pullouts.

El Camino del Norte Intersection

The El Camino del Norte roundabout would have three intersecting street segments: Paseo Delicias from the west, Del Dios Highway from the east, and El Camino del Norte from the north (see Figure 1.6). The intersection would be widened on the northwest and northeast corners to accommodate the roundabout. Two retaining walls would be constructed; one on the south side of Paseo Delicias/Del Dios Highway and the second on the east side of El Camino del Norte. The retaining walls range from two to eight feet in height, and would retain the additional fill needed for the proposed roadway and pathway widening. The walls would be at grade with the roadway, such that only the top surface of the walls would be visible to motorists. Guard rails would be installed between the pathways and the walls. Existing drainage system improvements would be extended within the areas of new pavement for the roundabout. As shown in Figure

1.6, equestrians approaching the roadway from the existing trail would be rerouted along the shoulders of Paseo Delicias to access the proposed crosswalk, which would be located just west of the roundabout. Two driveways on the west side of El Camino del Norte are proposed to be combined and would have access to El Camino del Norte north of the proposed splitter island. Combining these driveways would allow full driveway access to the two residences located at the northwest corner of the El Camino del Norte intersection.

1.2.1.4 Roundabout Intersection Lighting Design Features

For a roundabout to operate satisfactorily, the driver must be able to perceive the general layout and operation of the intersection in time to make appropriate maneuvers (FHWA Roundabout Guide 2000). Based on a review of roundabout lighting recommendations and current County Road Standards, the minimum recommended amount of lighting for rural roundabouts would be provided by incorporating pedestrian-scale lighting fixtures at the approaches to the entries and exits of the roundabouts, in-pavement crosswalk lighting, flashing warning signs, and reflectors at each of the three roundabouts.

The pedestrian-scale lighting fixtures would provide illumination of pedestrian waiting and crossing areas. Push-button controls would activate the in-pavement crosswalk lighting and above-ground flashing beacons, and the equestrian-height controls would activate advance flashing warning signs. Reflectors would be installed on all splitter island curbs and the outer edges of the truck aprons to provide drivers with enhanced curb visibility and intersection awareness.

The proposed lighting fixtures would be discreet and would provide minimal ornamentation to reflect the historic rural character of the San Dieguito Community Plan area and the Rancho Santa Fe historic landmark. To maintain pedestrian-scale and minimize visual intrusion, the fixtures would not exceed 15 feet in height. The non-luminaire components would be finished in a dark earth-toned or flat black color, and the luminaire, base, pole, and capitol would be non-ornate. Also, to provide a naturally appearing light, the illumination color-temperature would be between 4,000 and 4,200 degrees Kelvin (similar to the color of moonlight). These features would not draw attention or appear out of place within the rural setting as they would visually recede into the viewshed during both day and night.

The proposed lighting was designed to provide a low-level of lighting and still be safe for all roundabout users. The proposed lighting would have an illumination level below the County Public Road Standards. The County Traffic Engineer reviewed the project's illumination study (Appendix E2) and found the proposed lighting to be adequate. A design exception would be processed in conjunction with final design of the roundabouts.

Refer to Section 3.1.1 and Appendices E1, E2, and E3 for additional information on the proposed lighting design features.

1.2.2 Technical, Economic, and Environmental Characteristics

1.2.2.1 Right-of-Way Acquisition

The need to acquire right-of-way easements and temporary construction easements is anticipated at the three roundabout intersections. The approximate right-of-way needed for the permanent impact areas are as follows: Via de la Valle/La Fremontia—0.34 acre, El Montevideo/La Valle Plateada—0.17 acre, and El Camino del Norte—0.04 acre, for a total of 0.55 acre. The location of each right-of-way and the right-of-way needed to construct the project at the Via de la Valle/La Fremontia, El Montevideo/La Valle Plateada, and El Camino del Norte intersections are shown on Figures 1.7, 1.8, and 1.9, respectively. Acquisition of right-of-way

and negotiations with property owners would commence upon identification of construction funding for the project.

1.2.2.2 Biological Considerations

The project has the potential to result in impacts on biological resources, as discussed in Section 2.1 of this Environmental Impact Report (EIR). The proposed roundabouts are designed to avoid impacts on biological resources to the maximum extent possible, and appropriate mitigation measures would be implemented to reduce the level of impacts. Refer to Section 2.1 and Appendix C for additional information.

1.2.2.3 Landscape Considerations

All temporary impact areas, including private property and County ROW areas, would be planted after construction in accordance with a final landscape plan. The project's proposed conceptual landscaping materials, as shown in Table 3.1.1 and Figures 3.1.1, 3.1.3, and 3.1.5 of Section 3.1.1 of this EIR, were selected to balance a multitude of needs for the project and the area. The following factors were considered during design of the conceptual landscaping plan: (1) the architectural, historic, and community character of Rancho Santa Fe; (2) vehicular and pedestrian safety through appropriate location of different vegetation sizes and textures; (3) native, drought-tolerant species are proposed to facilitate meeting County DPW xeriscape goals (note that the temporary coastal sage scrub impact area would be revegetated only with the coastal sage scrub species from Table 3.1.1); and (4) specific nonnatives that are prominent in the project area, such as eucalyptus trees, are proposed to preserve the unique visual experience of the community. Additionally, existing landscaping would be preserved to the extent feasible. Incorporation of these elements during revegetation of the temporary impact areas would facilitate creation of a cohesive visual experience throughout the improvement area and along the roadway corridor. Except for the coastal sage scrub temporary impact area, the final planting palette would be selected by the community of Rancho Santa Fe and approved by the County for safety and sight-line distances. All of this would ensure consistency with the surrounding community character. Refer to Section 3.1.1 and Appendix E1 for additional information.

1.2.2.4 Equestrian, Pedestrian, and Bicycle Design Considerations

There are existing equestrian/pedestrian trail crossings at each of the project intersections. As described in Section 1.2.1.3 above, the project design includes lighting and delineated crosswalks with push-button activated flashing lights. The proposed roundabouts would provide safe crossings for equestrians, pedestrians, and bicyclists by providing the described safety features for crossing the intersections. Figures 1.4 through 1.6 illustrate the proposed roundabout designs at each of the project intersections. Refer to Section 7.2.5 and Appendix L for additional information.

1.2.2.5 Historical Resources Considerations

The project has been designed to minimize the potential to impact the significance of known historical structures, landscaping, and properties. Refer to Section 3.1.4 and Appendix G for additional information.

1.2.2.6 Construction Scenario Considerations

Construction of the proposed project is expected to last approximately 12–18 months. For the majority of construction one lane would remain open in each direction to facilitate traffic flow through the project area. However, it is anticipated that intermittent, short-duration single-lane

closures would be required at each of the three roundabout intersections. In addition, construction at the Paseo Delicias/El Montevideo intersection would include a minor elevation change to improve sight-distance; this improvement would require temporary closure of the eastbound lane at this intersection, for an estimated two weeks. Temporary traffic control operations, including a detour route and flagging operations would be implemented during construction of the proposed project when temporary lane closures occur.

In order to facilitate disclosure to the public and to analyze the potential temporary impact on traffic during construction of the proposed project, two “worst case” traffic construction scenarios were developed. *Construction Scenario A – Eastbound Lane Closure-Detour Route* considers traffic movement and distribution during the anticipated temporary closure of the Paseo Delicias eastbound lane at El Montevideo and the implementation of a formal detour plan. *Construction Scenario B – Flagging Operation* considers traffic movement and distribution during intermittent, short-duration single-lane closures at each of the three roundabout intersections and implementation of flagging operations along Paseo Delicias. These construction traffic scenarios are further described and analyzed in Chapter 2.2 and Appendix D.

1.3 Project Location

The proposed project is located at three intersections and their approaching street segments along approximately 2.6 miles of Paseo Delicias between Via de la Valle and El Camino del Norte in the Rancho Santa Fe neighborhood of the San Dieguito Community Plan area within unincorporated San Diego County (see Figures 1.1, 1.2, and 1.3). The proposed project is located approximately 20 miles north of downtown San Diego and approximately five miles east of the Pacific Ocean. The project area is situated on the coastal terraces of San Diego County between approximately 180 and 240 feet above mean sea level (AMSL).

1.4 Environmental Setting

The environmental baseline was originally established at the time the Notice of Preparation (NOP) was issued on October 15, 2007. However, because of the amount of time that has elapsed since the NOP was issued, the environmental setting for all resource areas was reexamined to determine if any changes had occurred that could affect the project impact analysis. In most cases, the baseline established at the time of the NOP still reflects the existing condition. In certain cases, however, updates to the existing condition were necessary. Specifically, updates were made to the baseline condition for air quality, biological resources, cultural resources, land use, and traffic; these updates are reflected in the existing conditions discussions located in Chapters 2 and 3. Furthermore, regulatory setting information has been updated throughout the EIR to reflect the current adopted planning documents and any updated local, state, and federal regulations.

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that provides a link between Interstate 15 (I-15) along Via Rancho Parkway and Del Dios Highway and connects to other westbound local roads for access to Interstate 5 (I-5). Vehicles travel rapidly on this stretch of road, as it is one of only a few roads in this area that connects I-5 to I-15. The posted speed limit is 50 miles per hour (mph) east of La Valle Plateada and 40 mph west of La Valle Plateada.

The County of San Diego General Plan Mobility Element designates Paseo Delicias as a 2.2.A Light Collector (two-lane road classification) and identifies the segments of Paseo Delicias in the project area as “road segments where adding travel lanes is not justified” and as “accepted LOS E/F.” In the General Plan Update EIR (August 2011) the County determined that, based on community consensus, historic significance, and other policy considerations, the adverse

impacts of adding travel lanes does not justify the resulting benefit of increased traffic capacity for these segments.

Two of the three intersections along Paseo Delicias (Via de la Valle/La Fremontia and El Montevideo/La Valle Plateada) are all-way stop sign controlled. The third intersection (El Camino del Norte) is stop controlled only on El Camino del Norte. Vehicles traveling along or accessing this roadway corridor must wait in long queues during peak commute periods at these intersections. To avoid long waits, some motorists divert onto other narrow residential roadways, which results in potential traffic conflicts and delays to residents accessing their driveways.

Existing land uses in the project area consist primarily of large estate homes, many of which also contain agricultural groves or equestrian facilities. Development in the area began in the early 1900s, and the current character of was established in the 1920s by the Santa Fe Land Improvement Company. In 1928, the Rancho Santa Fe Protective Covenant (Covenant), a document that regulates architecture and land use, was adopted by community landowners. This document continues to ensure the unifying style originally envisioned by the Santa Fe Land Improvement Company. Aesthetic oversight within the Covenant continues today with an Art Jury established within the Rancho Santa Fe Association, which reviews all development of private property within the Covenant. The Rancho Santa Fe Riding Club and Saddle Club, and 45 miles of riding trails, are available to owners of property within the Covenant area. The Via de la Valle/La Fremontia and El Montevideo/La Valle Plateada intersections are entirely within the Covenant and the El Camino del Norte intersection is at its eastern boundary.

Although the existing development in the vicinity of the project area can be generally described as rural residential, each of the intersections has a slightly different character. The general trend is higher intensity uses on smaller lots at the westernmost intersection (Via de la Valle/La Fremontia) and lower intensity uses on larger lots at the easternmost intersection (El Camino del Norte).

The Via de la Valle/La Fremontia intersection is located immediately adjacent to the Village area of San Dieguito, where commercial and medium density multi-family residential uses are permitted. Single-family residences on lots ranging in size from less than 15,000 square feet to over 0.5 acre are located adjacent to the Via de la Valle/La Fremontia intersection. The Village Community Presbyterian Church and its nursery school are located at the southeast corner of the intersection. The Rancho Santa Fe Association owns an approximately 1.5-acre parcel within the La Fremontia loop road and a smaller parcel at the southeast corner of Via de la Valle and Las Colinas. Both Rancho Santa Fe Association parcels are undeveloped and used by equestrians.

Single-family residential land uses continue east of the Via de la Valle/La Fremontia intersection, with parcel sizes increasing from less than one acre to over four acres in size. Typical lot sizes at the El Montevideo/La Valle Plateada intersection are one to two acres. At the El Camino del Norte intersection, lot sizes are typically two to five acres but also include several larger lots, with one covering over 40 acres with large groves, horse stables, and well-manicured landscaping, including an artificial stream course.

1.4.1 Vegetation Communities

This section provides a general description of the environmental conditions within the study area surrounding each of the proposed roundabout locations. Additional detailed descriptions of the habitat types found within the study area of each intersection are provided in Section 2.1 and Appendix C of this EIR.

Villa de la Valle/La Fremontia Intersection

Vegetation at this intersection includes coastal sage scrub, scrub oak chaparral, disturbed habitat and urban/developed. A small amount of jurisdictional wetlands and associated ephemeral streambed occurs within the disturbed and developed areas at this location.

El Montevideo/La Valle Plateada Intersection

This intersection is generally surrounded by urban/developed and disturbed habitats, with a citrus orchard within the study area, to the northeast of the intersection.

El Camino del Norte Intersection

The vegetation types surrounding this intersection consist of coastal sage scrub, freshwater marsh, disturbed and urban/developed habitats. The freshwater marsh habitat is located in a drainage channel that extends along the south side of Paseo Delicias/Del Dios Highway as well as east and west of El Camino del Norte.

1.4.2 Wildlife

The project area supports a low diversity of wildlife species due to the high level of disturbance and habitat fragmentation caused by development in the vicinity. Many of the wildlife species observed or detected in the study area are commonly found in the urban interface or on disturbed habitat, such as the house finch (*Carpodacus mexicanus*), American crow (*Corvus brachyrhynchus*), California ground squirrel (*Spermophilus beecheyi*), and pocket gopher (*Thomomys bottae*). Other urban dwelling native species that may occur in the area include the raccoon (*Procyon lotor*) and coyote (*Canus latrans*). Additional species observed during the wildlife survey conducted in May 2011 include woodrat (*Neotoma* sp.) and the common honey bee (*Apis* sp.).

1.4.3 Jurisdictional Resources

Wetlands and unvegetated waters are considered a sensitive resource by several regulatory agencies, including the U.S. Army Corps of Engineers (ACOE), California Department of Fish and Game (CDFG), Regional Water Quality Control Board (RWQCB), and the County of San Diego (County).

A formal delineation to interpret and identify the limits of regulatory jurisdiction was conducted at each project intersection, and a total of 0.44 acre was determined to potentially have ACOE, RWQCB, and CDFG jurisdictional resources. Jurisdictional resources for these agencies totaled 0.04 acre at the Via de la Valle/La Fremontia study area and 0.40 acre at the El Camino del Norte study area. No jurisdictional resources were identified within the El Montevideo/La Valle Plateada study area. Additional descriptions of jurisdictional resources at each intersection are provided in Section 2.1 and Appendix C of this EIR.

1.4.4 Regional Context

The proposed project is located within the County of San Diego's North County Multiple Species Conservation Program (NCMSCP) planning area. Because the NCMSCP has not yet been approved, the project is not currently subject to Natural Communities Conservation Plan (NCCP) program regulations. The project site is outside of the draft NCMSCP Pre-Approved Mitigation Area (PAMA), the area within which the NCMSCP habitat preservation system would be created.

1.5 Intended Uses of the EIR

This EIR is an informational document that has been prepared to inform agency decision-makers and the public of the potential for significant environmental effects of the project, identify possible ways to avoid or minimize the significant effects, and describe reasonable alternatives to the project. This document is considered a Project EIR as defined by Section 15161 of the California Environmental Quality Act (CEQA) Guidelines, and examines construction and operation of the proposed project based on project design plans.

1.5.1 Matrix of Project Approvals/Permits

Table 1.1 lists the project approvals and permits for which this EIR is intended to be used and the agencies that are expected to use the EIR in their decision-making.

1.5.2 Related Environmental Review and Consultation Requirements

Pursuant to the requirements of Section 15082 of the State CEQA Guidelines, the County prepared a NOP for this EIR. The NOP was provided to responsible and appropriate trustee agencies as well as interested parties, and was circulated for 30 days beginning on October 15, 2007. The NOP public review was subsequently extended, and the circulation period ended on November 28, 2007.

In October 2008, a Draft EIR was released for public review. After the 2008 public review period, the County determined that lighting would be required, and that this change to the project description warranted recirculation of the EIR. Since the 2008 public review period, the County made numerous revisions to the Draft EIR to adequately document analysis of all potential impacts (see Section 1.2.1.1 for a detailed discussion of the project history).

Regarding public comments, public comments received during the NOP scoping process are provided in Appendix A; the public comments received during the October 2008 EIR public review are provided in Appendix B. Although these comments are part of the administrative record, pursuant to Section 15088.5(f)(1) of the State CEQA Guidelines, formal responses to the 2008 public review comments are not required. Rather, as described in Section 1.2.1.1, Project History, the draft EIR was revised to address these comments. New comments must be submitted for this revised EIR. Subsequently, during preparation of the Final EIR, formal responses will be prepared to address public comments received during the public review period for this recirculated Draft EIR.

1.6 Project Inconsistencies with Applicable Regional and General Plans

The project was reviewed for consistency with applicable regional and general plans and found to be consistent with the plans listed below:

- San Diego County General Plan
- San Dieguito Community Plan (part of the General Plan)
- San Diego Air Pollution Control District Air Quality Management Plan (Regional Air Quality Standards)
- Water Quality Control Plan for the San Diego Basin

Chapter 3 of the San Dieguito Community Plan is specific to Circulation within the community plan area. Policy 13 of that chapter states that urban-type street improvements such as gutters, curbs and sidewalks, and extensive street lighting should not be installed because they would

detract from the existing, highly desired rural appearance of San Dieguito, and would be out of character with the community. The project design includes curbs and gutters around the roundabouts' center islands, along the outer edges of the intersections and extending out along the roundabout approaches, and around the splitter islands. These improvements are necessary to clearly delineate the driving and pedestrian/equestrian areas, to mount reflectors for safety, and to facilitate drainage of stormwater out of the roadway. Combined curbs and gutters were chosen because they are smaller and have a rounded, subdued appearance that is more consistent with the rural setting. Additionally, because the proposed combined curbs and gutters are needed to ensure safety, installation of these features would be consistent with Goal M-4 of the General Plan Mobility Element, to provide safe and compatible roads. Therefore, the proposed project would not be inconsistent with the San Dieguito Community Plan portion of the General Plan.

No other potential inconsistencies with the above listed plans were identified during this review.

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

State CEQA Guidelines Section 15355 defines cumulative effects as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15130 of the State CEQA Guidelines allows for the use of two alternative methods to determine the scope of projects for cumulative impact analysis:

- List Method – A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- Summary of Projections Method – A summary of projects contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Both the List Method and the Summary of Projections Method are used in this EIR. The geographic scope of the cumulative study area for most resources is depicted in Figure 1.10. The cumulative study area was defined based on the characteristics of most resources analyzed in this EIR and the probability for impacts on those resources to cumulate with other projects in the area. The cumulative study area includes the Paseo Delicias/Del Dios Highway corridor of the project area plus the surrounding approximately 2.7 miles, which is the distance to the farthest project that would still have the potential to contribute to a cumulative impact. Research was conducted at the County Department of Planning and Land Use (DPLU) to identify a list of past, present, and reasonably anticipated future projects (cumulative projects) for the Rancho Santa Fe Roundabouts Project. This research identified 11 development projects that are either planned or have been recently built near (within approximately 2.7 miles of) the proposed project (see Figure 1.10). This distance captures all cumulative impacts that are localized in nature. For cumulative impacts on resources that influence and affect entire regions, such as air quality and water quality, the cumulative impact study areas include the entire basins. For cumulative impacts related to traffic, the cumulative condition is set at Year 2030 and utilizes forecast future traffic volumes prepared by the San Diego Association of Governments (SANDAG) on the Del Dios Highway/Paseo Delicias/Via de la Valle corridor for Year 2030. Traffic generated by future regional growth is included in these forecast traffic volumes. Table 1.2 lists the projects and provides a brief summary of each.

1.8 Growth-Inducing Impacts

In accordance with Section 15126.2(d) of the State CEQA Guidelines, the following describes the project's potential to foster economic or population growth, the construction of additional housing (directly or indirectly) in the surrounding environment, and/or projects that would remove obstacles to population growth.

Implementation of the Rancho Santa Fe Roundabouts Project would have ***no significant growth inducing impacts***. The project would involve the construction of roundabouts at three intersections to ease existing traffic congestion primarily caused by through traffic traveling between I-15 and I-5 during the morning and evening peak commute periods. The project would not involve, nor would it require, any zoning or land use designation changes that could result in economic growth or encourage development of additional housing in the project area. The properties surrounding the project area are almost developed to the extent permitted by zoning and General Plan designations. While there are properties in the vicinity that could be subdivided, particularly in the area around the El Camino del Norte intersection, their development is not dependent on construction of the roundabouts, and the project would not provide additional access points to any area roadways. Although the project would ease traffic congestion, it would not provide any new roads, traffic lanes, or other infrastructure improvements that would remove an obstacle to growth, nor would the project result in the need to construct any new or expanded facilities.

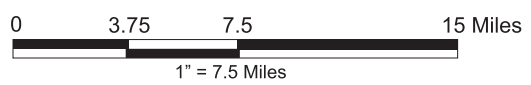
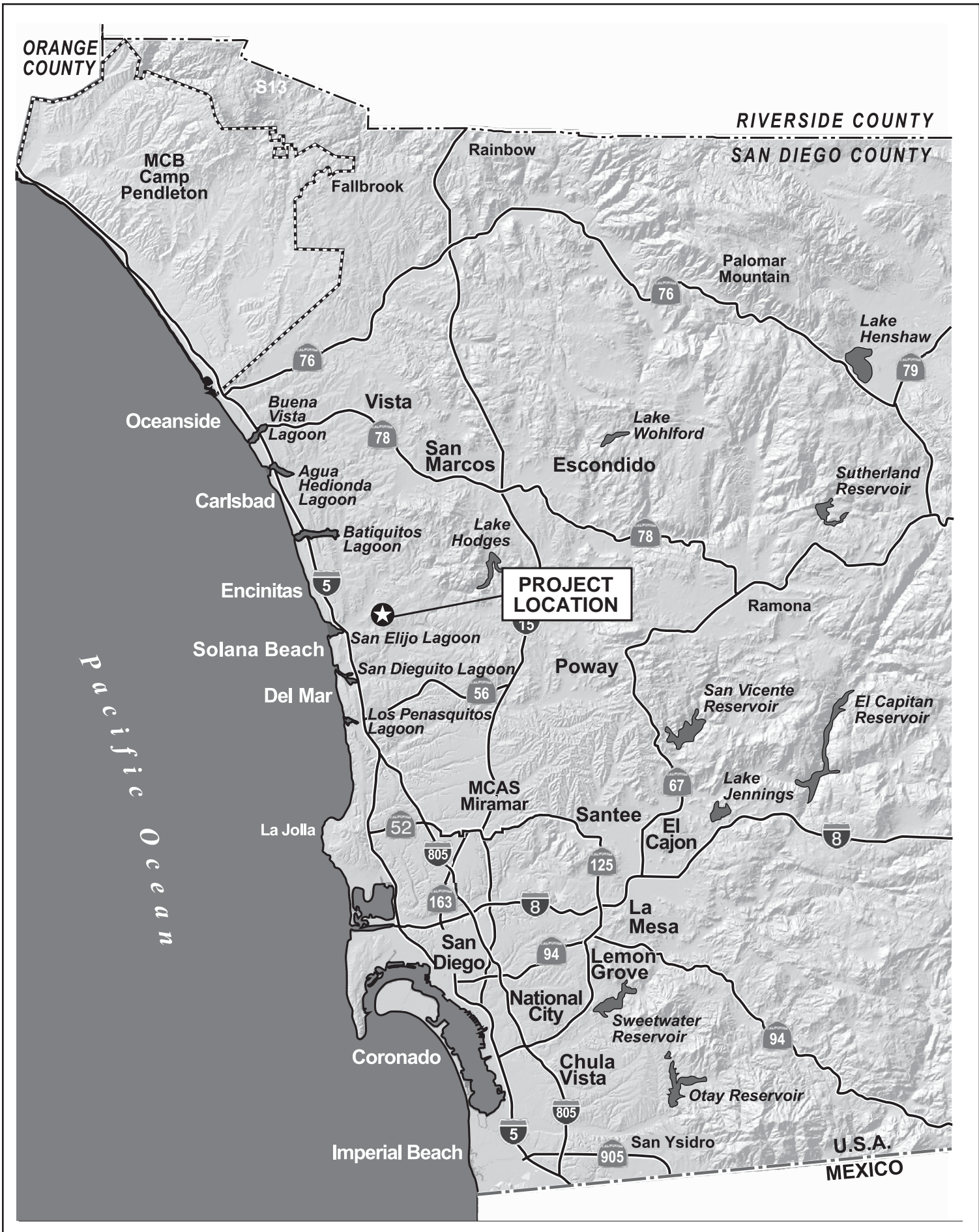
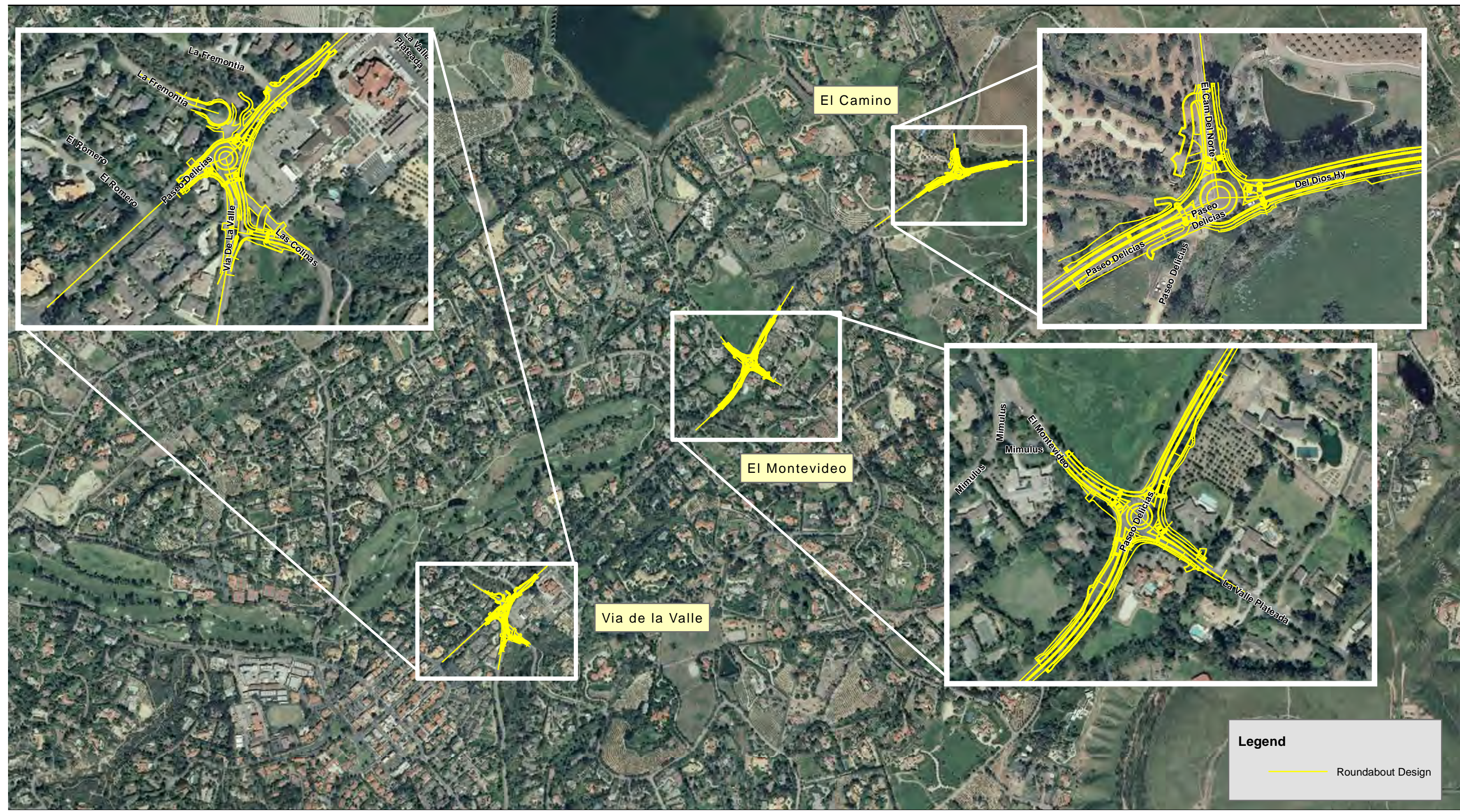


Figure 1.1
Regional Map



Source: DigitalGlobe 2008; SanGIS 2009; County of San Diego 2009

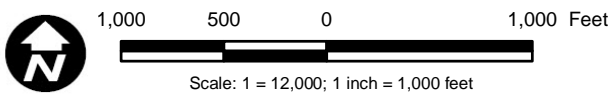
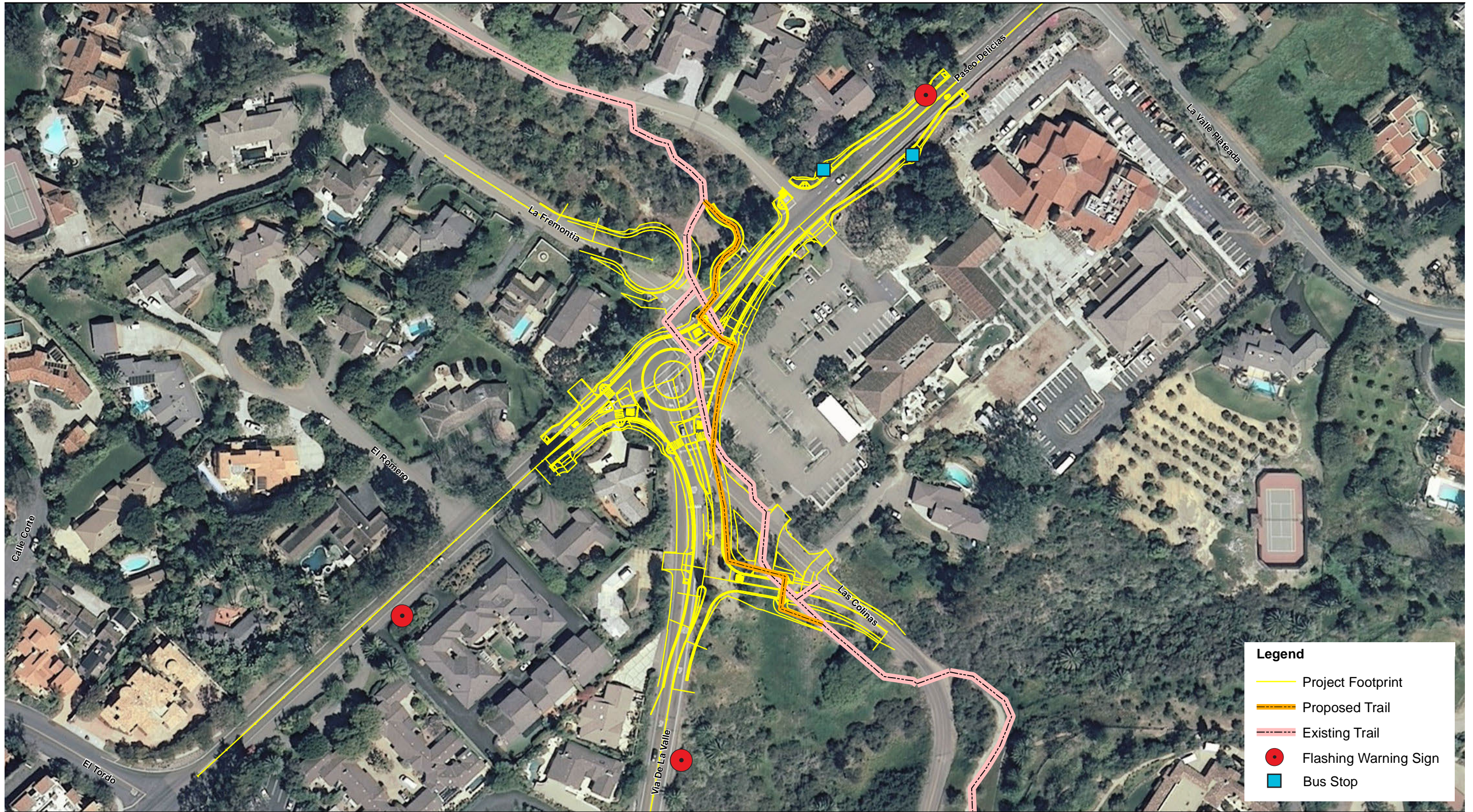


Figure 1.3
Proposed Roundabouts



Source: Aerials Express 2010; SanGIS 2011; TAIC 2011

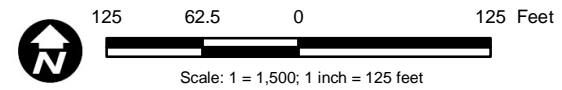
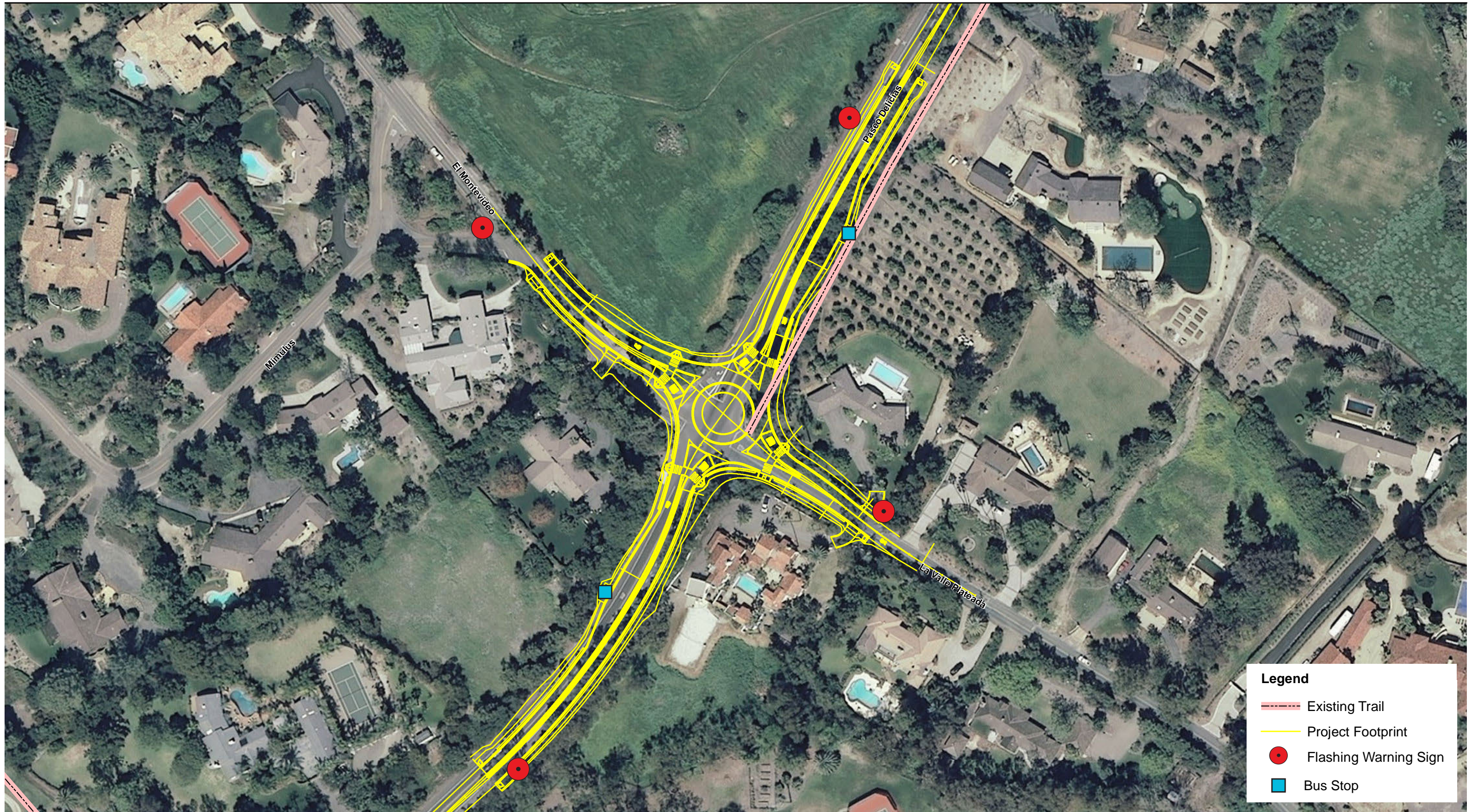
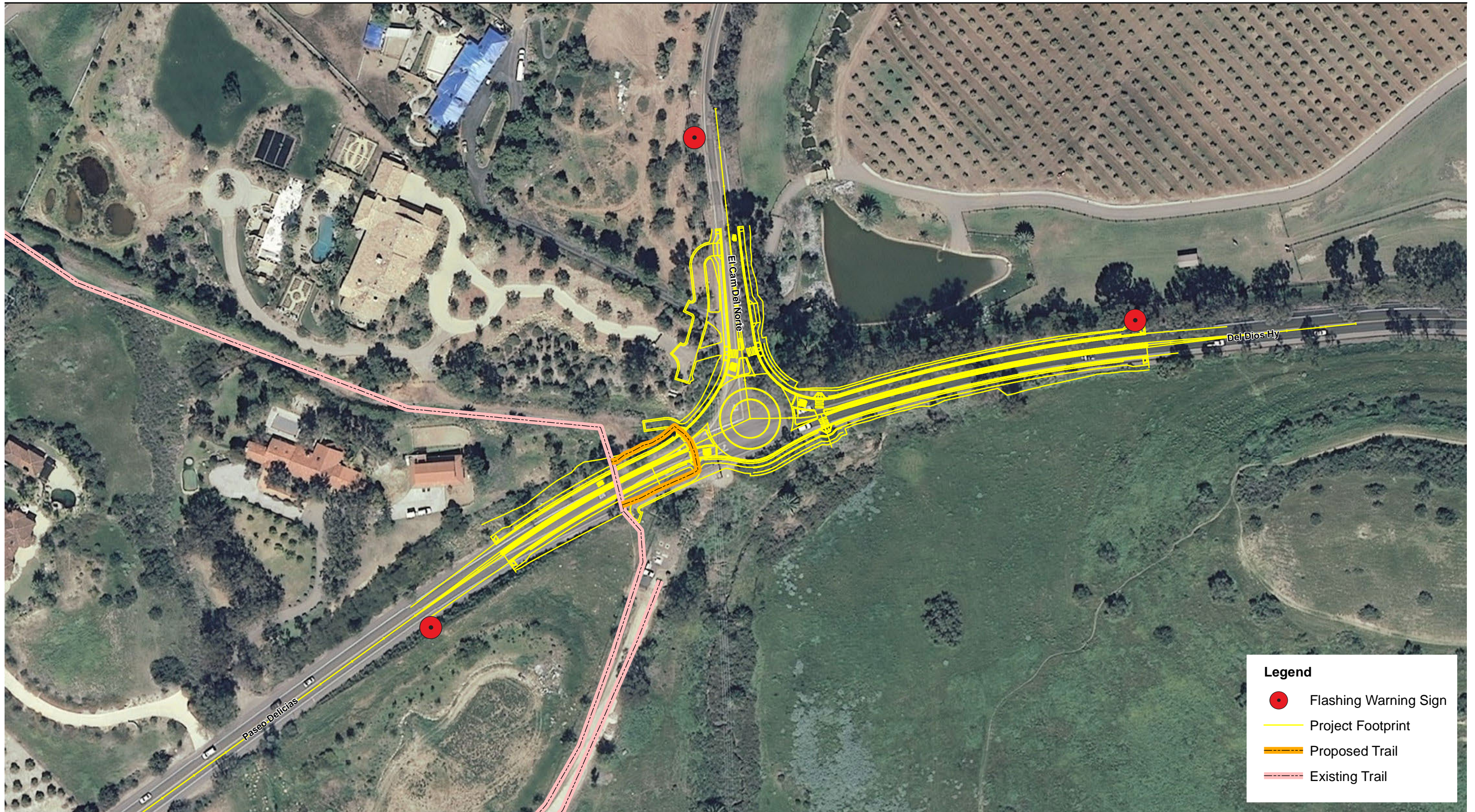


Figure 1.4
Paseo Delicias/Via de la Valle/La Fremontia Intersection



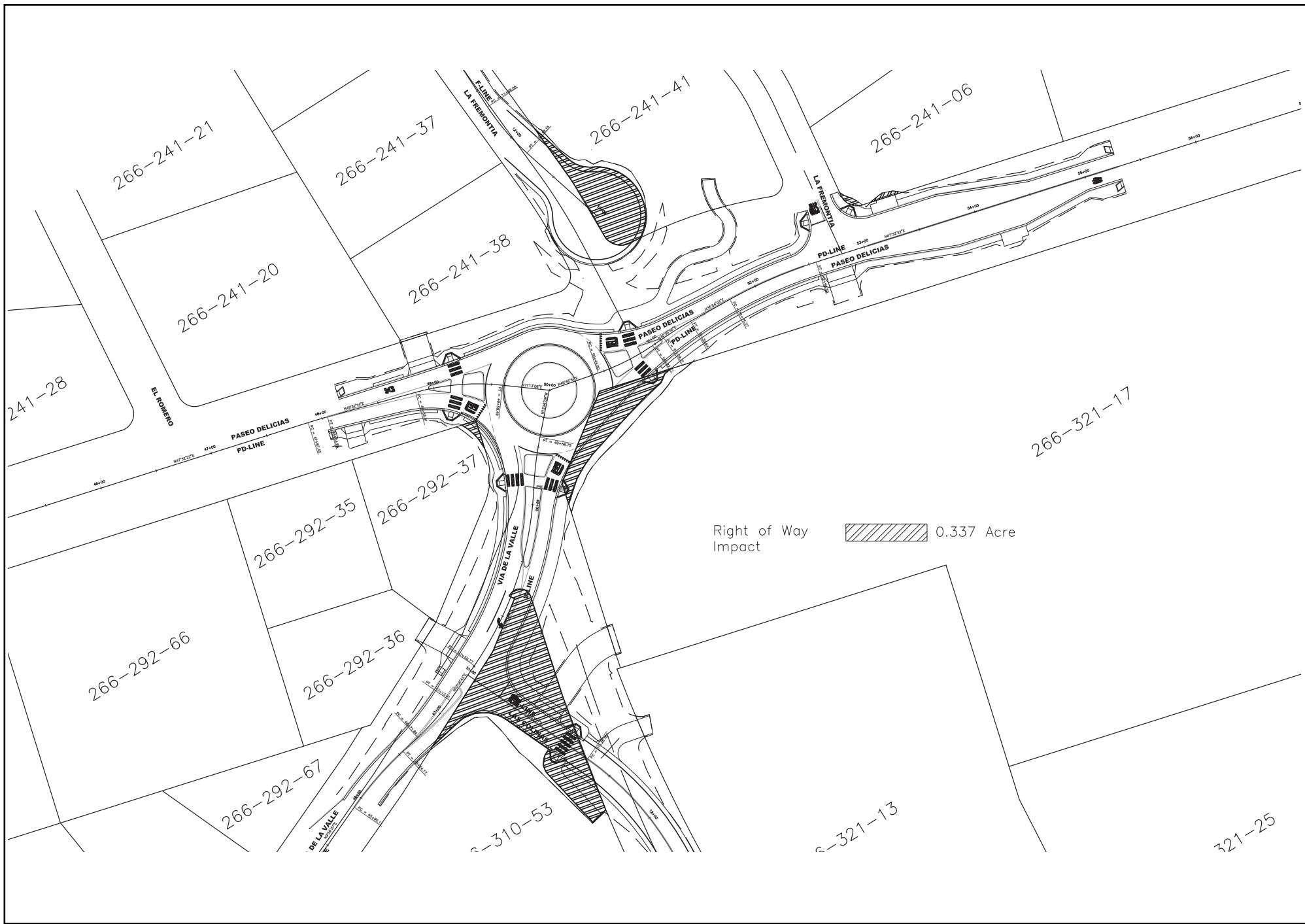
Source: Aerials Express 2010; SanGIS 2011; TAIC 2011
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 Scale: 1 = 1,500; 1 inch = 125 feet

Figure 1.5
Paseo Delicias/El Montevideo/La Valle Plateada Intersection



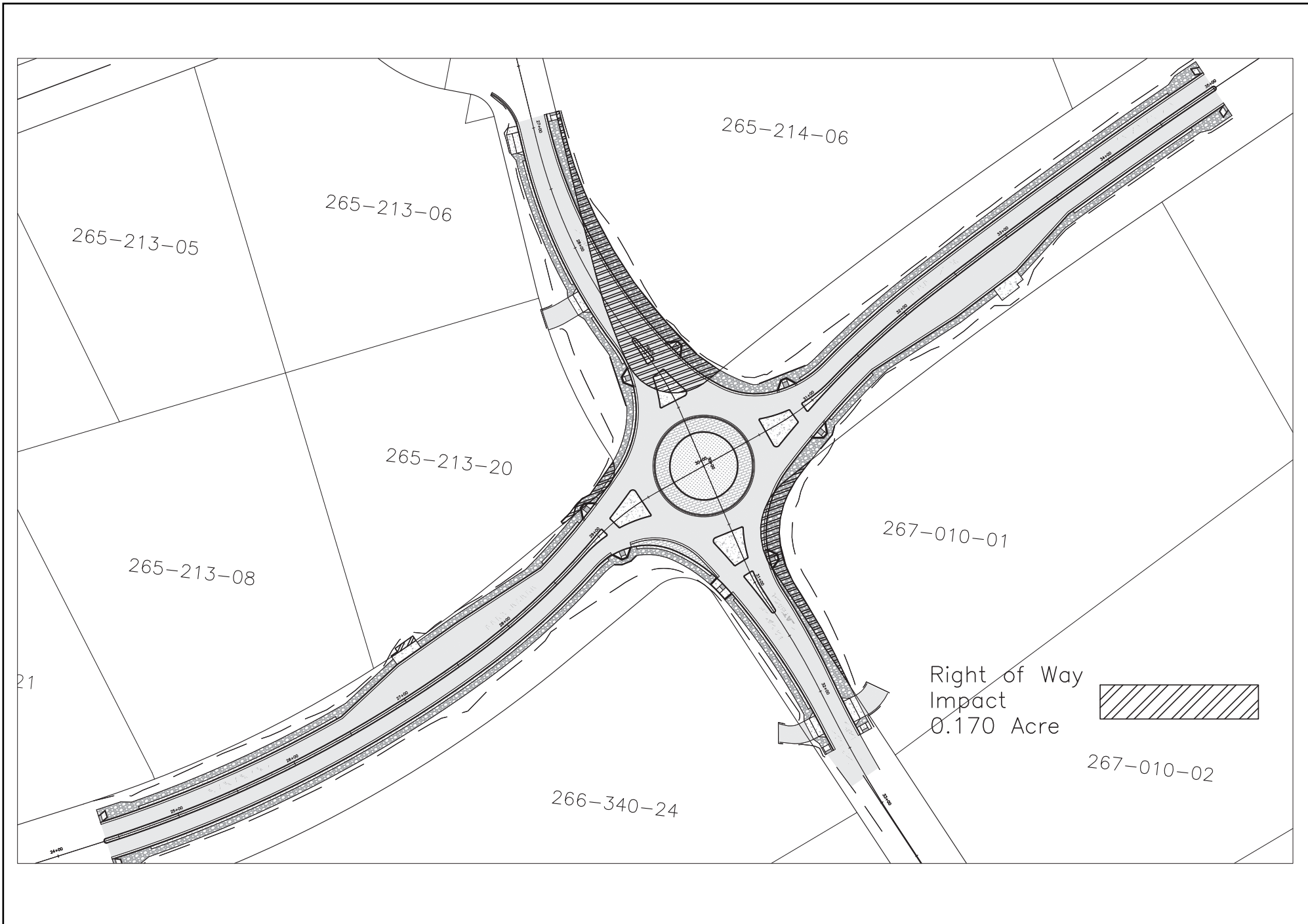
Source: Aerials Express 2010; SanGIS 2011; TAIC 2011
 125 62.5 0 125 Feet
 Scale: 1 = 1,500; 1 inch = 125 feet

Figure 1.6
Paseo Delicias/El Camino del Norte/Del Dios Highway Intersection



NO SCALE

Figure 1.7
Via de la Valle/La Fremontia Right-of-Way Acquisition



NO SCALE

Figure 1.8
El Montevideo/La Valle Plateada Right-of-Way Acquisition

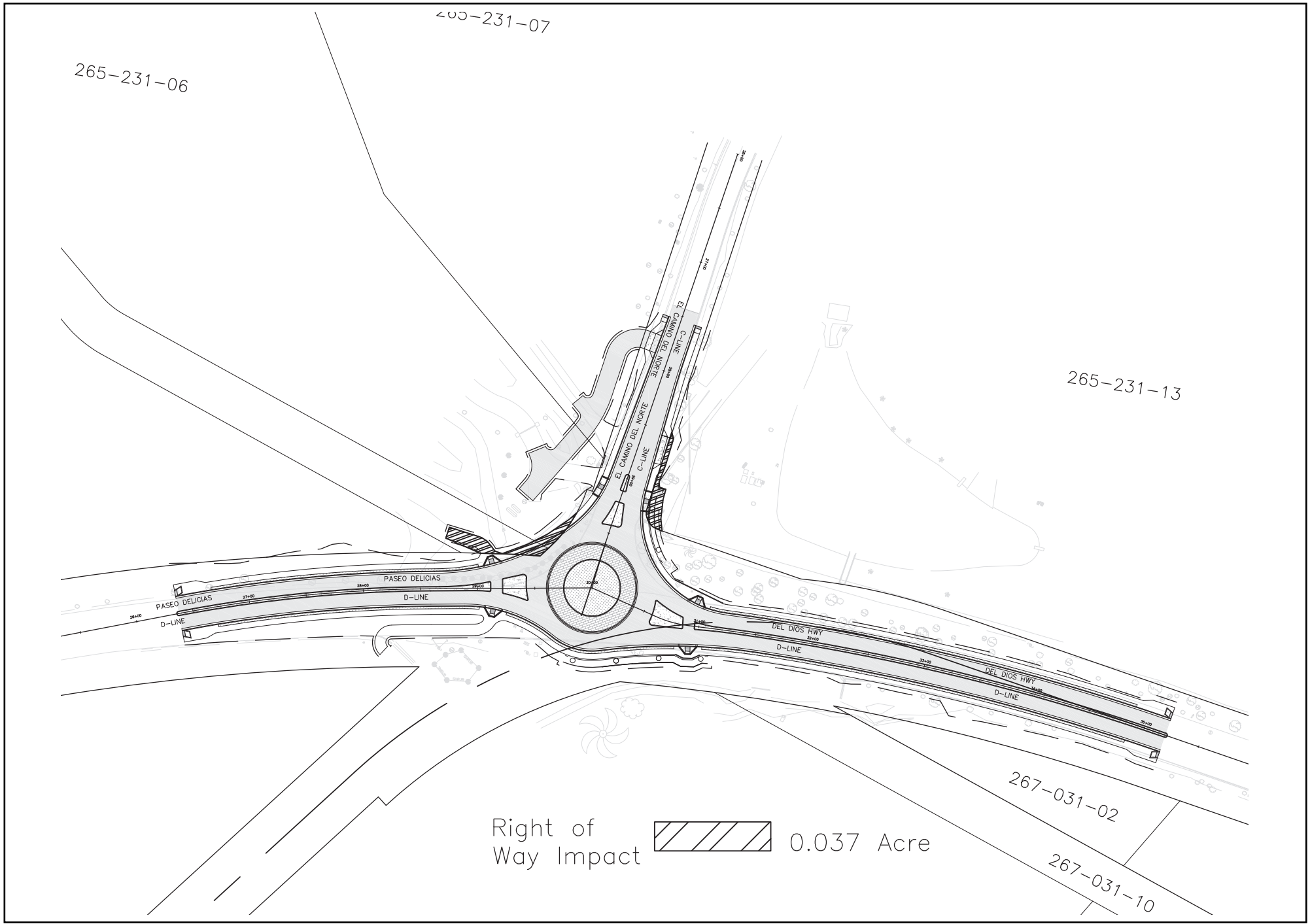
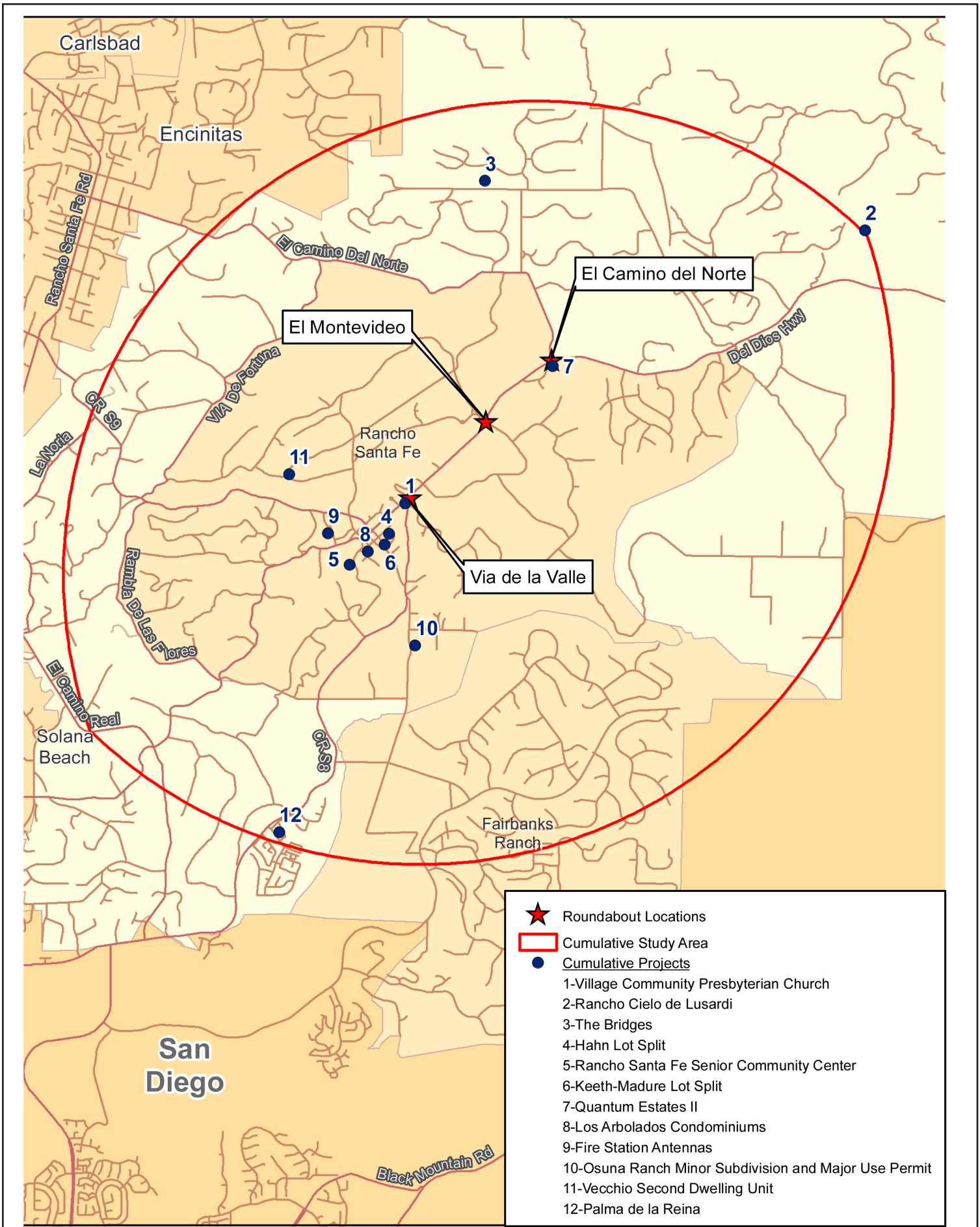


Figure 1.9
El Camino del Norte Right-of-Way Acquisition



Source: ICF 2012

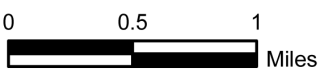


Figure 1.10
Cumulative Projects

**Table 1.1
Project Approvals and Permits**

County of San Diego
Project Approval/Certification of EIR Acquisition of Road Rights-of-Way
San Diego Regional Water Quality Control Board
Clean Water Act Permit Section 401 Certification General Construction Storm Water Permit
U.S. Army Corps of Engineers
Clean Water Act Section 404 Permit
California Department of Fish and Game
Fish and Game Code Section 1600 Streambed Alteration Agreement

**Table 1.2
Cumulative Projects**

Project Name	Case Number	Map Indicator	Location	Project-Related Impacts	Status	Project Description
Village Community Presbyterian Church	P72-108W4	1	Intersection of Paseo Delicias and Via de la Valle	Additional traffic on Paseo Delicias and at the Via de la Valle/La Fremontia and El Montevideo/ La Valle Plateada intersections	MND adopted on March 27, 2003; construction completed May 2011	Major Use Permit Modification increased occupancy by 27%
Rancho Cielo de Lusardi	TM5058	2	Approximately 1 mile northeast of the El Camino del Norte intersection	Loss of 12 acres of southern mixed chaparral, 1 acre of eucalyptus woodland, and three acres of disturbed habitat	Approved and Constructed	14-lot residential subdivision
The Bridges	SP86-001, P85-084, P84-064 TM4569	3	Approximately 1.5 miles north of the El Camino del Norte intersection	EIR (1999) found the proposed project would have significant biological impacts on California gnatcatchers; other impacts would be on horse trail access, archaeology, noise, erosion, circulation, and erosion and sedimentation	Approved and Constructed	205 unit planned residential development, 18-hole golf course and related facilities (clubhouse, tennis courts, etc.) on 446 acres

Project Name	Case Number	Map Indicator	Location	Project-Related Impacts	Status	Project Description
Hahn Lot Split	TPM20536	4	Approximately 0.25 mile southwest of the Via de la Valle/La Fremontia intersection	Categorical Exemption	Approved	Two lot minor subdivision
Rancho Santa Fe Senior Community Center	P02-013	5	Approximately 0.5 mile southwest of the Via de la Valle/La Fremontia intersection	Mitigated Negative Declaration (MND) – project conditioned to protect on-site historic resource, mitigated to level of less than significant.	Approved	Major Use Permit for community center. No modifications to façade of the existing residential building, 13 parking spaces added.
Keeth-Madure Lot Split	TPM20406	6	Approximately 0.25 mile southwest of the Via de la Valle/La Fremontia intersection	Categorical Exemption	Approved	Two lot minor subdivision
Quantum Estates II	TM 5447	7	South side of Del Dios Highway at El Camino del Norte	MND for impacts on coastal sage scrub and nonnative grassland; and for data recovery and construction monitoring of archaeological site	Approved	Subdivision into seven lots of four to ten acres and 11.96 acres of open space
Los Arbolados Condominiums	TM5406	8	South of Paseo Delicias and Las Colinas intersection	MND – Loss of 1.1 acres of southern maritime chaparral/coastal sage scrub habitat	Tentative Map filed on 2/8/2011	Six detached condominium homes on 2.05 acres
Fire Station Antennas	P94-013W2	9	0.25 mile west of the intersection of Paseo Delicias and Via de la Valle	Categorical Exemption	Approved	Major Use Permit Modification to add two additional omni whip antennas to existing mono-pole at the fire station.
Osuna Ranch Minor Subdivision and Major Use Permit	TPM21163 P07-012	10	Between the Via de la Valle and La Plateada intersections	MND identified potentially significant impacts on cultural resources; no	Approved (previously constructed)	Two lot minor subdivision and Commercial Animal Sales/

Project Name	Case Number	Map Indicator	Location	Project-Related Impacts	Status	Project Description
				additional traffic impacts identified	without permit)	Equestrian Facility
Vecchio Second Dwelling Unit	AD09-031	11	One mile west of intersection of Paseo Delicias and La Valle Plateada	Categorical Exemption	Approved	Admin Permit for second dwelling unit
Palma de la Reina	L-14372	12	Southeast of Via de la Valle and southwest of Cancha de Golf in the Whispering Palms development area.	EIR identified potentially significant impacts on cultural resources, noise, and traffic	The EIR was certified on May 29, 2012.	Grading permit for the development of 9,559 square feet of retail space with a maximum of 14 single-story retail stores; 19,500 square feet of two-story office space with a maximum of 22 offices; and 54 apartment units (53,496 square feet of residential) in nine two-story buildings

CHAPTER 2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

2.1 Biological Resources

This section presents a discussion of biological resources that would be affected by the proposed project. This analysis is based on the project's Biological Resources Technical Report prepared by Technology Associates International Corporation (TAIC), included as Appendix C, which was prepared using the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Biological Resources (September 15, 2010). . The report contains a description of the biological setting including habitats and vegetation communities in the area of the three roundabouts. Data regarding biological resources present in the project area were obtained through a review of pertinent literature and through field reconnaissance conducted in 2006, 2007, 2008, and 2011. Field surveys consisted of mapping vegetation communities, preparing inventories of the plant and wildlife species observed, observing signs of wildlife and potential wildlife movement corridors, and conducting focused surveys for the Federally listed threatened California gnatcatcher (*Poliophtila californica californica*).

Additionally, on February 28, March 4, and March 11, 2008, TAIC conducted a formal jurisdictional delineation survey of the project survey area to identify and delineate the limits of ACOE jurisdiction pursuant to Section 404 of the Federal Clean Water Act (FCWA) and CDFG jurisdiction pursuant to Section 1602 of the California Fish and Game Code.

After the initial surveys in 2008, the project footprint was adjusted to accommodate minor alterations to the design. In response, the jurisdictional boundaries, habitat assessment, and wildlife information within the study area were qualitatively re-evaluated in 2011 to assure that the adjusted project footprint would not alter the findings of the previous delineation and surveys.

The study area consists of the area of potential effect (APE; project footprint) and a 100-foot-wide buffer area immediately beyond the limits of the project footprint of each proposed roundabout, for a total study area of 30.41 acres. For the gnatcatcher surveys, all suitable gnatcatcher habitat within 500 feet of the project footprint of the three roundabouts was included in the survey area.

A total of 41 species of vascular plants (19 native and 22 nonnative) and 14 species of wildlife (11 birds, and three mammals) were observed during the surveys, as shown in Appendices A and B of the Biological Resources Technical Report (provided as Appendix C to this EIR).

2.1.1 Existing Conditions

2.1.1.1 *Habitat Types/Vegetation Communities*

As shown on Figures 2.1.1, 2.1.2, and 2.1.3 and listed in Table 2.1.1, the 30.41-acre project study area contains approximately 0.73 acre of natural habitat, including coastal and valley freshwater marsh (0.06 acre), Diegan coastal sage scrub (0.43 acre), and scrub oak chaparral (0.24 acre). The majority of the land within the study area is developed (e.g., residences, ornamental landscaping, and paved areas). Other vegetation communities within the study area include orchards and vineyards (e.g., citrus orchard), disturbed habitat (areas that are mowed regularly or are dominated by invasive plant species), and freshwater in a cement-lined pond northeast of the El Camino del Norte intersection. The characteristics of these vegetation communities and urban/developed areas within the study areas are described below. The

classification of vegetation communities in this document follows the Oberbauer revision (Oberbauer 2005) to the Holland Classification System (Holland 1986). Holland codes are included in parentheses.

Freshwater (13140)

Freshwater refers to open water areas, including reservoirs, lakes, ponds, and relatively large sloughs, channels and rivers or streambeds that contain water throughout the year. Freshwater is considered a sensitive habitat by county, State, and Federal agencies due to its wildlife habitat value. Open freshwater in the study area occurs on the northeastern corner of the El Camino del Norte intersection and consists of 0.22 acre in an artificial cement-lined pond, surrounded by ornamental landscaping (see Figure 2.1.3).

Coastal and Valley Freshwater Marsh (52410)

Coastal and valley freshwater marsh habitat within the study area occurs at the El Camino del Norte intersection and consists of 0.06 acre within a drainage channel at the bottom of an embankment along the south side of Paseo Delicias/Del Dios Highway (see Figure 2.1.3). This coastal and valley freshwater marsh consists primarily of broadleaf cattail (*Typha latifolia*), and also includes bulrushes (*Scirpus* spp.), nutsedges (*Cyperus* spp.), San Diego marsh elder (*Iva hayesiana*), and watercress (*Rorippa nasturtium-aquaticum*). San Diego marsh elder was not identified in the project impact footprint.

Diegan Coastal Sage Scrub (32500)

Coastal sage scrub is composed of low, soft-woody subshrubs, about three feet high, many of which are drought-deciduous. Diegan coastal sage scrub is a regionally declining vegetation community that is considered a sensitive upland habitat by local, State and Federal agencies due to its habitat value for sensitive wildlife, most notably the Federally listed as threatened coastal California gnatcatcher.

Diegan coastal sage scrub within the study area occurs in four small, isolated fragments—one fragment east of Via de la Valle and three fragments along the south side of the El Camino del Norte intersection (see Figures 2.1.1 and 2.1.3)—that total 0.43 acre. One of the El Camino del Norte fragments is a small (0.16-acre) strip of intact coastal sage scrub that is fairly diverse, containing California sagebrush (*Artemisia californica*), black sage (*Salvia mellifera*), bush monkeyflower (*Mimulus aurantiacus*), toyon (*Heteromeles arbutifolia*), scrub oak (*Quercus berberidifolia*), lemonadeberry (*Rhus integrifolia*), and coyote brush (*Baccharis pilularis*). The strip is adjacent to a disturbed area of regularly mowed invasive nonnative vegetation consisting mostly of fennel, tocalote, nonnative grasses, and mustards.

The other three fragments of coastal sage scrub are disturbed and contain a low diversity of facultative coastal sage scrub species mixed in with many nonnatives. One of these is a thin 0.10-acre fragment located along the embankment of El Camino del Norte. The other El Camino del Norte fragment consists of a small 0.11-acre patch of coyote brush located between the freshwater marsh and another large, regularly mowed field of invasive nonnative annual grasses and other annual and perennial species. This fragment is surrounded by nonnative plants such as hottentot fig (*Carpobrotus edulis*), eucalyptus (*Eucalyptus* spp.), Peruvian pepper trees (*Schinus* spp.), mustards (*Brassica* spp.), and nonnative grasses (*Bromus* spp.). The Via de la Valle patch (0.06 acre) of coastal sage scrub is surrounded by and intermixed with nonnative plants.

Scrub Oak Chaparral (37900)

Scrub oak chaparral is a dense, evergreen chaparral up to 20 feet tall, dominated by scrub oak (*Quercus dumosa*) with considerable California mountain mahogany (*Cercocarpus betuloides*). In San Diego County, California scrub oak (*Quercus berberidifolia*) is often the dominant tree (over 50% cover) and usually occurs in small patches within a variety of other vegetation communities. Small patches of scrub oak chaparral (totaling 0.24 acre) occur at the Via de la Valle intersection portion of the study area, straddling Las Colinas Road.

Orchards and Vineyards (18100)

Orchards and vineyards consist of land that has been altered through the intentional planting of trees or shrubs maintained for food production. Native vegetation is rarely present, and the planted vegetation type is usually monotypic. Within the study area approximately 0.58 acre of citrus grove occurs on the northeastern corner of the El Montevideo/La Valle Plateada intersection.

Disturbed Habitat (11300)

Disturbed habitat is characterized by areas that have been physically altered, no longer support native habitat, and, if vegetation is present, are typically dominated by nonnative species. The disturbance is great enough that the habitat is not considered to be undergoing a disturbed phase of a native or naturalized vegetation community. Examples of this habitat type include areas that have been graded or repeatedly cleared, dirt parking lots, and unpaved roads. A total of approximately 7.93 acres of disturbed habitat occurs within the intersection study areas. Disturbed habitat is present in three patches at the intersection of El Camino del Norte (2.83 acres; Figure 2.1.3). Disturbed habitat also occurs in patches at the intersections of Via de la Valle/La Fremontia (2.88 acres) and El Montevideo/La Valle Plateada (2.22 acres), as shown on Figure 2.1.1 and 2.1.2, respectively.

Urban/Developed (12000)

Urban/developed areas do not support native vegetation and may be characterized by human-made structures or by ornamental landscaping that requires irrigation. Approximately 20.95 acres of developed land occurs within the study areas, consisting mainly of homes, ornamental landscaping and paved areas.

2.1.1.2 Special-Status Species

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

Special-Status Plant Species

A query of sensitive species databases identified records of occurrence for two sensitive plant species within 1.86 miles of the study area: Orcutt's spineflower (*Chorizanthe orcuttiana*), a CNPS List 1B species, and Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*), also a CNPS List 1B species. Neither was observed during the field surveys, and no suitable habitat was identified within the study area.

Three sensitive species were observed during the project's biological resources inventory surveys, California adolphia (*Adolphia californica*), a CNPS List 2 species and County of San

Diego Sensitive Plant List B species; San Diego marsh elder, also a County of San Diego Sensitive Plant List B species; and coast live oak (*Quercus agrifolia*), which is protected by the Oak Woodlands Conservation Act of 2004. Three California adolphia individuals were found on an embankment on the northern side of Paseo Delicias west of El Camino del Norte, outside of the project impact footprint, in a mixed disturbed/ornamental vegetation community (Figure 2.1.3). San Diego marsh elder was found in the coastal and valley freshwater marsh habitat on the south side of Paseo Delicias and east of El Camino del Norte, outside of the project impact footprint. Two coast live oak individuals occur among ornamental landscaping within the Via de la Valle/La Fremontia intersection study area, as shown in Figure 2.1.1.

The study area and surroundings are largely developed. As such, much of the flora observed by TAIC biologists is typical of that found in urban or disturbed environments. Many of the plants are ornamental and nonnative invasive species, such as Russian-thistle (*Salsola tragus*), sweet fennel (*Foeniculum vulgare*), mustards, fountain grass (*Pennisetum setaceum*) and castor bean (*Ricinus communis*). Nonnative trees, such as eucalyptus and Peruvian pepper trees, are also common. See Appendix C for a full inventory of plants observed during the biological surveys.

Special-Status Wildlife Species

A query of sensitive species databases identified records of occurrence for three sensitive wildlife species within three kilometers of the study area: Dulzura pocket mouse (*Chaetodipus californicus femoralis*), a CDFG Species of Special Concern; Quino checkerspot butterfly (*Euphydryas editha quino*), a Federally listed as endangered species; and coastal California gnatcatcher, a Federally listed as threatened species. A list of all species observed within the study area during the biological surveys is provided in Appendix C.

The strip of moderate quality coastal sage scrub habitat that occurs around the El Camino del Norte intersection is considered potentially suitable habitat for the coastal California gnatcatcher. All potentially suitable gnatcatcher habitat within 500 feet of this strip was surveyed, and no gnatcatchers were detected. The nearest known gnatcatcher occurrences are shown in Figure 2.1.4. The habitat within the study area was determined to be unsuitable for the coastal California gnatcatcher due to the small amount of coastal sage scrub habitat, the high level of fragmentation and relative isolation of the habitat patches, and absence of gnatcatchers within 500 feet of the site.

Raptors and migratory birds are also considered special-status wildlife species. Raptors have limited amounts of foraging habitat in the study area, and the majority of suitable foraging habitat is outside the project area. However, there is potential for nesting of both raptors and migratory birds in the study area in the native and ornamental vegetation.

2.1.1.3 Jurisdictional Wetlands and Waterways

Wetlands and unvegetated waters are considered a sensitive resource by several regulatory agencies, including the ACOE, CDFG, RWQCB, and the County of San Diego. Section 404 of the FCWA of 1972 regulates activities that result in the discharge of dredged or fill material into wetlands and other waters of the U.S. Waters of the U.S., as defined by the ACOE, include navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; tributaries to any of these waters; and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries.

Pursuant to Section 401 of the FCWA, in the State of California ACOE jurisdictional wetlands and other waters of the U.S., such as those identified within the study area, are subject to the regulatory jurisdiction of the RWQCB.

The CDFG has jurisdictional authority over wetland resources associated with rivers, streams, and lakes under California Fish and Game Code sections 1600 to 1607. A stream is defined by CDFG as a body of water that flows at least periodically or intermittently through a bed or channel, which has banks, and supports aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation, including intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams, and watercourses with subsurface flows.

ACOE Jurisdictional Resources

A formal wetland delineation survey was performed in 2008, which was qualitatively re-evaluated in 2011. As shown in Table 2.1.2, two areas of ACOE jurisdictional wetlands and/or waters of the U.S. were identified within the study area at the El Camino del Norte intersection. At both of these locations, the limits of CDFG jurisdictional streambed and wetland habitat are identical to the limits of waters of the U.S. and wetlands regulated by the ACOE and RWQCB. These jurisdictional waters within the study area are shown in Figure 2.1.7.

The largest ACOE jurisdictional wetland comprises 0.17 acre and occurs along the south side of Paseo Delicias at El Camino del Norte (Figure 2.1.7). This wetland extends along a drainage feature at the bottom of a steep embankment and contains approximately 0.07 acre of cattail-dominated freshwater marsh and 0.10 acre of disturbed habitat, which were observed to meet the definition of ACOE wetlands. Broadleaf cattail-dominated freshwater marsh is an obligate wetland vegetation community commonly found in association with ACOE jurisdictional wetlands. East of the freshwater marsh habitat, this drainage also exhibits indicators of an Ordinary High Water Mark (OHWM), indicative of an ephemeral drainage, and was determined to comprise other (non-wetland) waters of the U.S. In addition to this drainage ditch, other non-wetland waters of the U.S. located within the study area at this roundabout include a concrete-lined artificial pond located at the northeastern corner of the intersection and a 54-inch-diameter corrugated metal pipe overflow culvert that conveys water beneath Paseo Delicias. The pond is an impoundment of a blue line stream that enters the pond at the north end, outside of the study area, and exits through the culvert at the south end. Including the pond, drainage culvert, and ephemeral ditch, the total acreage of ACOE jurisdictional non-wetland waters of the U.S. at the El Camino del Norte intersection is approximately 0.23 acre.

At the El Montevideo/La Valle Plateada intersection there are no wetland or jurisdictional resources within the current study area. As part of the previous project design and study area boundary, approximately 0.01 acre of ACOE jurisdictional waters of the U.S. and waters of the State occurred within the study area as part of an ephemeral stream that is conveyed beneath Paseo Delicias via a 60-inch corrugated metal pipe culvert. The drainage appears to have been connected to a blue-line stream, which, according to historic U.S. Geological Survey (USGS) mapping, terminates less than 200 feet west of the current study area boundary.

CDFG Jurisdictional Resources

Categories of habitats regulated by CDFG identified within the study area include freshwater marsh, freshwater and other wetlands, and non-vegetated waters (see Table 2.1.2). CDFG jurisdictional streambed includes the OHWM of the ACOE jurisdictional waters of the U.S. that were mapped within the Via de la Valle/La Fremontia and El Camino del Norte study areas (see Figures 2.1.5 and 2.1.7). In addition, a small drainage (0.02 acre) of CDFG jurisdictional streambed in the form of a naturalized artificial storm drainage was located north of the Via de la Valle/La Fremontia intersection, east of La Fremontia.

The ACOE jurisdictional wetlands (0.17 acre total) that were identified within the El Camino del Norte intersection study area are also under CDFG jurisdiction. In addition, two small vegetated wetlands (0.02 acre total) associated with the naturalized storm drain were observed in disturbed habitat within the Via de la Valle/La Fremontia intersection study area and are considered to be under the jurisdiction of CDFG.

2.1.1.4 *Wildlife Corridors and Habitat Linkages or Habitat Connectivity and Wildlife Corridors*

Wildlife corridors and habitat linkages are essential in geographically diverse settings to maintain healthy and genetically viable animal communities. Habitat linkages can be defined as areas of natural open space that provide connectivity to regional biological resources and are wide enough to allow relatively free movement of wildlife species along multiple paths between important resources. Habitat linkages may be represented by continuous patches of habitat or by nearby habitat "islands" that function as stepping stones for dispersal and movement (especially for birds and flying insects).

Site conditions within the study areas are mostly characterized by disturbed or developed habitat. The habitat quality at the three intersections is impacted by urban edge effects, which result in unsuitable habitat. Therefore, the study areas do not function as a habitat linkage or movement corridors for terrestrial wildlife. Also, they are not part of any regional linkage or corridor.

The small fragment of coastal sage scrub at the eastern edge of the study area at El Camino del Norte may function for dispersal of the coastal California gnatcatcher, as this species has been documented in the vicinity of the study area (see Figure 2.1.4). However, given the amount of disturbance to the vegetation surrounding this fragment from regular mowing, the small size, and level of isolation, this fragment is only expected to provide habitat for short-term occupancy. In addition, no gnatcatchers were observed during focused protocol surveys conducted between December 2006 and March 2007.

2.1.1.5 *Regulatory Setting*

Natural Community Conservation Planning (NCCP) Act of 1991

The State of California's NCCP Act is designed to conserve natural communities at the ecosystem scale while accommodating compatible land use. The CDFG is the principal State agency implementing the NCCP Program. Plans developed in accordance with the NCCP Act provide for comprehensive management and conservation of multiple wildlife species and identify and provide for the regional or area wide protection and perpetuation of natural wildlife diversity while allowing compatible and appropriate development and growth. The project site is not within an adopted NCCP but is within the North County Multiple Species Conservation Program (MSCP) Subarea planning area, which is currently in preparation and acts as a State NCCP. The MSCP is a County conservation planning program designed to establish connected preserve systems that ensures the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the unincorporated County.

Habitat Loss Permit Ordinance (Section 86.101 et seq. of the San Diego County Code of Regulatory Ordinances)

Section 4(d) of the Federal Endangered Species Act (FESA) allows incidental take of the Federally listed coastal California gnatcatcher if it results from activities conducted pursuant to either an approved NCCP or (during the period that an NCCP is being prepared) the NCCP

Conservation Guidelines and Process Guidelines. These NCCP guidelines provide a process for issuance of a habitat loss permit (HLP), which local agencies may adopt.

The County of San Diego's HLP Ordinance establishes a process for the issuance of coastal sage scrub HLPs, in accordance with the NCCP guidelines, which authorize the disturbance or removal of coastal sage scrub in areas outside of an adopted NCCP (such as the County's adopted MSCP subarea plans). Since the project site is not within an adopted NCCP, impacts on coastal sage scrub would normally require a County HLP. However, based on the USFWS/CDFG letter dated February 2, 1995 (Specific Exemptions To and Recommended Format For Reviewing Requests For Interim Habitat Loss Permits), projects that cause the loss of less than 1.0 acre of coastal sage scrub habitat that is not occupied by California gnatcatchers and would not otherwise preclude design of the reserve system are exempt from the Federal and State interim habitat loss (Special 4(d) Rule) approval process and do not require an HLP.

Resource Protection Ordinance (Section 86.601 et seq. of the San Diego County Code of Regulatory Ordinances)

The San Diego County Resource Protection Ordinance (RPO) was adopted in 1989 and amended in March 2007. The RPO restricts, to varying degrees, impacts on natural resources such as wetlands, wetland buffers, floodways, floodplains, steep slope lands, sensitive habitat lands, and significant prehistoric or historic sites. As listed in Section 86.605(c) of the RPO, certain types of discretionary applications are subject to the requirement to prepare a Resource Protection Study under the RPO. However, publicly initiated projects, such as the proposed project, are not subject to the RPO.

2.1.2 Analysis of Project Effects and Determination as to Significance

2.1.2.1 Guidelines for the Determination of Significance

The following significance thresholds for biological resources are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on biological resources would occur if the project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game, or U.S. Fish and Wildlife Service.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
3. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
4. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

2.1.2.2 *Special-Status Species*

Guidelines for the Determination of Significance

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

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

Analysis

Local, State, and Federal Listed Species

Special-Status Plant Species

As discussed in Section 2.1.1.2, three sensitive species were observed during the project's biological resources inventory surveys, California adolphia, a CNPS List 2 species and County of San Diego Sensitive Plant List B species; San Diego marsh elder, also a County of San Diego Sensitive Plant List B species; and coast live oak, which is protected by the Oak Woodlands Conservation Act of 2004.

Three California adolphia individuals were found on the northern side of Paseo Delicias west of El Camino del Norte, in a mixed disturbed/ornamental vegetation community. The individuals were observed immediately adjacent to the project construction area; no additional individuals were identified within the project impact area or the additional 100-foot survey area. Because California adolphia is a CNPS List 2 species and County of San Diego Sensitive Plant List B species, the species would be avoided during construction, if at all possible. Construction of the proposed project is not anticipated to result in removal of any California adolphia specimens because a qualified biologist would locate and flag sensitive plants, including California adolphia, within and adjacent to the project footprint (refer to Section 7.2.4 for this project design consideration). According to the California Natural Diversity Database (CNDDDB), the surrounding area, within an approximately 5-mile radius, contains numerous populations of California adolphia. These populations of adolphia occur within native vegetation communities such as chaparral, coastal sage scrub, and valley and foothill grassland. The three individuals on the project site are located within disturbed / ornamental vegetation between a developed roadway and a developed residential property. The subject area is not connected with native habitat or near other adolphia individuals. Therefore, the three individuals would not constitute a population, and impacts on these individuals would not have the potential to affect long-term survival of the species. In the event that any California adolphia cannot be avoided during construction, the resulting impact on this species would be considered a **less than significant impact** because the proposed project would only impact three individuals, would not affect a population, nor would it affect the long-term survival of this species.

The San Diego marsh elder is located within freshwater marsh habitat at the El Camino del Norte intersection. As discussed in Section 2.1.2.4 below, the project would not impact any freshwater marsh habitat at the El Camino del Norte intersection. Therefore, the project would result in **no impact** on this species.

In addition, two coast live oak trees occur within ornamental landscaping in the study area at the Via de la Valle/La Fremontia intersection, one of which is within the project footprint (see Figure 2.1.1). Construction of the proposed project is anticipated to avoid impacts on the coast live oak tree and its root zone. In the event that impacts on the coast live oak tree and/or root-zone cannot be avoided during construction, the resulting impact would be considered a **significant**

direct impact pursuant to Senate Bill 1334, which states conversion of oak woodland is subject to CEQA and must be mitigated (BI-1).

Special-Status Wildlife Species

As discussed in Section 2.1.1.2, three special-status wildlife species have a potential to occur on the project site: Dulzura pocket mouse, a CDFG Species of Special Concern; Quino checkerspot butterfly, a Federally listed as endangered species; and coastal California gnatcatcher, a Federally listed as threatened species. However, these species were not observed during surveys conducted for the project. Several gnatcatcher observations have been documented in the vicinity of the El Camino del Norte intersection, although none have been recorded within the 500-foot survey area surrounding the area of potential effects, nor were any gnatcatchers detected during the focused protocol surveys conducted for the proposed project. The habitat at the El Camino del Norte intersection is considered unsuitable to support coastal California gnatcatchers due to the small amount (three fragments that total 0.47 acre) of coastal sage scrub habitat on site, the high level of fragmentation and relative isolation of these habitat patches, which are surrounded by unsuitable, highly disturbed habitat. Based on the absence of gnatcatchers and lack of suitable habitat on site or within 500 feet of the project site, **no impact** would occur to coastal California gnatcatcher as a result of implementation of the proposed project.

Raptors

The study area supports several different vegetation communities, including disturbed/developed habitats that contain limited amounts of ornamental vegetation, such as large eucalyptus and pepper trees, as well as several coast live oak trees, which may provide potential nesting habitat for tree-nesting raptors. The project has been designed to minimize removal of large trees, and impacts on oak trees would be avoided. Nest disturbance caused by removal of large trees within the impact zone during the raptor breeding season would potentially result in a **significant direct impact** on tree-nesting raptors, and noise from construction activities during the raptor breeding season would result in a **significant indirect impact** on tree-nesting raptors (BI-2).

Vegetation communities in the study area, including limited amounts of coastal sage scrub and disturbed/developed habitats, may provide marginal foraging habitat for raptor species. The project has been designed to minimize removal of vegetation, such as existing landscaping and coastal sage scrub. The majority of suitable raptor foraging habitat is located outside the project footprint for each of the roundabouts. Due to the highly disturbed conditions of these vegetation communities on the project site and the small total quantity of project-related impacts, the impacts of the proposed project on raptor foraging habitat would be considered **less than significant**.

Migratory Birds

Clearing and grubbing of vegetation during the migratory bird breeding season would have the potential to directly impact nesting migratory birds that are protected under the Migratory Bird Treaty Act (MBTA). Migratory birds include many native California species. In addition, construction activities that generate excessive noise would have the potential to indirectly impact some of these bird species that may be nesting in the vicinity of the project. Clearing and grubbing activities during the migratory bird breeding season would result in a **significant direct impact** and generation of excessive noise would potentially result in a **significant indirect impact** on nesting migratory birds (BI-3).

2.1.2.3 *Riparian Habitat or Sensitive Natural Communities*

Guidelines for the Determination of Significance

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

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS.

Analysis

For purposes of this report, sensitive vegetation communities are those identified by CDFG (CDFG 2009a; Oberbauer et al 2008) or the County (2009b). Reasons for the sensitive status of vegetation communities include restricted range, cumulative losses throughout the region, and a high number of endemic sensitive plant and wildlife species that occur in the vegetation communities. These communities are considered sensitive whether or not they have been disturbed. Following CEQA Guidelines, riparian and sensitive habitats are discussed in separate section from wetlands.

Diegan Coastal Sage Scrub

Approximately 0.43 acre of coastal sage scrub was identified within the study area. Construction of the proposed project would result in 0.02 acre of permanent impacts and 0.02 acre of temporary impacts on Diegan coastal sage scrub at the El Camino del Norte roundabout location (Table 2.1.3). The amount of coastal sage scrub that would be impacted by the project has been minimized through project design. The widening of the El Camino del Norte intersection to accommodate the proposed roundabout would occur on the north side of the Paseo Delicias/Del Dios Highway to reduce impacts on the coastal sage scrub vegetation located to the south of this intersection. Project-related impacts on Diegan coastal sage scrub habitat would be considered a **significant direct impact** (BI-4). Impacts on sensitive riparian habitats, including alkali marsh, freshwater, freshwater marsh, non-vegetated channel, southern coast live oak riparian forest, and southern willow scrub are included in the discussion below (see Section 2.1.2.4 Federal Wetlands).

2.1.2.4 *Federal Wetlands*

Guidelines for the Determination of Significance

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

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

Analysis

ACOE, RWQCB, and CDFG jurisdictional wetlands and waters of the U.S./streambeds are present within the study area of the El Camino del Norte and Via de la Valle/La Fremontia roundabout locations. The project's design avoids work near the jurisdictional wetlands located to the south of Paseo Delicias/Del Dios Highway at the El Camino del Norte intersection. The proposed project would result in **no impact** on ACOE, RWQCB, and CDFG jurisdictional wetlands (e.g., Coastal and Freshwater Valley Marsh) at the El Camino del Norte roundabout location and would result in 0.005 acre of permanent impacts on CDFG and RWQCB jurisdictional streambed at the proposed Via de la Valle/La Fremontia roundabout location; this

would be a **significant direct impact** (BI-5). A 1602 Streambed Alteration Agreement is required to address impacts on CDFG streambed. If the RWQCB does not invoke jurisdiction of the 0.005 acre of isolated waters under the Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne), then an impact on RWQCB jurisdiction would not occur. Impacts on Federal (i.e., ACOE-jurisdictional) wetlands and other waters of the U.S., including the removal of vegetation or discharge of fill during project construction, would be considered a **significant direct impact** (BI-6).

2.1.2.5 **Wildlife Movement and Nursery Sites**

Guidelines for the Determination of Significance

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

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Analysis

Site conditions within the project study area are mostly characterized by disturbed and developed habitat. The habitat quality of the study area is impacted by edge effects of the urban interface, which create unsuitable habitat for wildlife movement. Therefore, the study area does not function as a habitat linkage or movement corridor for terrestrial wildlife.

The small strip of coastal sage scrub habitat at the eastern edge of the study area at El Camino del Norte is moderate quality habitat with a diverse native community. However, given its small size and isolation, the disturbance to vegetation surrounding this patch from regular mowing, and the negative results of the focused survey for the California coastal gnatcatcher, this fragment is not expected to provide habitat for long-term occupancy or movement and is not expected to contribute to the genetic flow, migration, or colonization potential for this species.

Because no major wildlife movement corridors or nursery sites occur within the study area, impacts on wildlife movement or use of native wildlife nursery sites from the proposed project would be **less than significant**.

2.1.2.6 **Local Policies, Ordinances, and Adopted Plans**

Guidelines for the Determination of Significance

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

- Conflict with one or more local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and/or would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan.

Analysis

The project site is located within the County of San Diego MSCP planning area but is outside of any adopted Subarea Plans. The site would be located within the North County MSCP Subarea Plan (currently in the planning stage) when it is adopted.

The project would result in temporary and permanent impacts on coastal sage scrub. These impacts would consist of less than 1 acre of low habitat value coastal sage scrub that is not occupied by California gnatcatcher and is located outside of any potential preserve planning

areas. The proposed project qualifies as exempt from the County's Section 4d permit because it would result in removal of less than one acre of coastal sage scrub, is not occupied by the California gnatcatcher, occurs in low value habitat (small patches, not near higher value areas, not part of linkage or corridor), would not interfere with NCCP planning, and would be counted toward the County's maximum 5% loss allowance. USFWS concurrence would be required prior to construction. As such, the proposed project would comply with the provisions of the County's Section 4d Permit, or any adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. The project would therefore result in ***a less than significant impact*** on local policies, ordinances, or adopted plans.

2.1.3 Cumulative Impact Analysis

Cumulative projects were selected based on their proximity to the proposed project and the availability of information at the County of San Diego Department of Planning and Land Use. A total of 12 cumulative projects were identified within the vicinity of the proposed project, and these are listed in Table 1.2 in Chapter 1, Project Description. As shown, cumulative projects 4, 6, 9, and 11 were determined to be categorically exempt from CEQA; therefore, these four cumulative projects would not contribute to any cumulative impact on biological resources. The environmental documents approved for cumulative projects 1, 5, and 10 determined that there would be no adverse impacts on biological resources. Cumulative project 12 dismissed the potential for impacts on biological resources in the initial study. As such, cumulative projects 1, 4, 5, 6, 9, 10, 11, and 12 would not result in any impacts on biological resources and would not contribute to a cumulative impact to which the proposed project may contribute.

Cumulative projects 2, 3, 7, and 8 identified potential impacts on biological resources. Cumulative project 2, a 14-lot subdivision, identified the potential loss of up to 12 acres of southern mixed chaparral and one acre of eucalyptus woodland. Likewise, the development of the 205 unit planned residential development and golf course (cumulative project 3) would result in impacts on California gnatcatchers only. Biological impacts associated with the seven lot subdivision (cumulative project 7) would result in the loss of coastal sage scrub and nonnative grassland. The development of six detached condominiums (cumulative project 8) would result in the loss of 1.1 acres of southern maritime chaparral/coastal sage scrub habitat.

As discussed above, no impact would occur to the coastal California gnatcatcher as a result of implementation of the proposed project. The proposed project would not contribute to a cumulative impact on gnatcatchers when evaluated with identified impacts on California gnatcatchers associated with cumulative project number 3 due to the absence of gnatcatchers within the study area and the lack of suitable habitat on site or within 500 feet of the APE. As mentioned above, cumulative project 2 would remove one acre of eucalyptus woodland. When combined with the proposed project's potential to remove suitable habitat for nesting raptors and potential non-compliance with the MBTA), this cumulative impact would be considered significant; however, mitigation measures BI-2 and BI-3 would ensure impacts on nesting raptors and other avian species protected under the MBTA are avoided. No other identified cumulative projects would result in individual impacts on any other special-status species, and therefore there is no cumulative impact to which the proposed project would have the potential to contribute. Consequently, the project's contribution to cumulative impacts related to special-status species would be reduced to ***less than significant***.

Although cumulative projects 2 and 3 would result in impacts on sensitive natural communities such as southern mixed chaparral and eucalyptus woodland and gnatcatchers, the proposed project would not contribute to a cumulative impact associated with these resources due to the absence of these communities within the project study area. Cumulative projects 7 and 8 would

result in impacts on biological resources, including coastal sage scrub and nonnative grassland, and southern maritime chaparral and coastal sage scrub, respectively. The proposed project would result in direct and permanent impacts on 0.02 acre of Diegan coastal sage scrub at the El Camino del Norte roundabout; however, the location of the 0.02 acre of Diegan coastal sage scrub is immediately adjacent to developed land uses (located alongside an existing roadway) and is not connected to or in the immediately vicinity of cumulative projects 7 or 8. Therefore, the proposed project's contribution to this cumulative impact would not be considerable and would be **less than significant**.

Moreover, because the cumulative projects would not result in any impacts on jurisdictional wetlands or waters, the small potential of an impact on jurisdictional wetlands or waters associated with the proposed project and the absence of wetland impacts associated with all identified cumulative projects would not result in a cumulative impact. Similarly, the proposed project would have a **less than significant cumulative impact** on wildlife movement corridors or nursery sites because neither the proposed project nor any other cumulative project contains or supports these resources within their respective construction footprints. Lastly, because the project would result in a **less than significant impact** on local policies, ordinances, or adopted plans and the cumulative study area is not located within an adopted habitat conservation plan, no cumulative impacts would occur related to conflicts with local policies or ordinances protecting biological resources. Therefore, the project would have a **less than significant cumulative impact** on biological resources.

2.1.4 Significance of Impacts Prior to Mitigation

Construction activities at the Via de la Valle roundabout location that affect a coast live oak tree or its root zone would result in a **significant direct impact** (BI-1).

The project has the potential to result in impacts on nesting raptors by removal of large trees and due to noise from construction activities; this would be a **significant direct and indirect impact** (BI-2).

The project has the potential to result in impacts on birds protected under the MBTA due to clearing and grubbing of vegetation and noise generated by construction activities; this would be a **significant direct and indirect impact** (BI-3).

Construction of the proposed project would result in 0.02 acre of permanent impacts and 0.02 acre of temporary impacts on coastal sage scrub at the El Camino del Norte roundabout location, resulting in a **significant direct impact** (BI-4).

The project would result in 0.005 acre of permanent impacts on CDFG and RWQCB jurisdictional streambed at the proposed Via de la Valle/La Fremontia roundabout location; this would be a **significant direct impact** (BI-5).

If impacts on Federal (i.e. ACOE-jurisdictional) wetlands and other waters of the U.S., including the removal of vegetation or discharge of fill, cannot be avoided during project construction, these impacts would be considered a **significant direct impact** (BI-6).

2.1.5 Mitigation

M-BI-1. In the event that impacts on any coast live oak individuals (or their root zones) occur as a result of project implementation, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project. These plantings shall be monitored for a period of five years. In the event that coast live oak replacement plantings do

not successfully establish within the monitoring period, these plantings shall themselves be replaced.

M-BI-2a. To avoid direct impacts on tree-nesting raptors from vegetation clearing, vegetation clearing shall occur outside of the raptor breeding season (January 15–July 15).

M-BI-2b. If such activities cannot be avoided during the breeding season, potential direct impacts shall be minimized through preconstruction tree-nesting raptor surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on nesting tree-nesting raptors due to construction noise shall be avoided by initiating construction activities prior to the raptor breeding season. Subsequent nesting raptor surveys shall be conducted if construction is halted for more than one week at any time during the raptor breeding season.

M-BI-3a. To avoid direct impacts on nesting migratory birds from vegetation clearing, vegetation clearing shall occur outside of the migratory bird breeding season (February 15–September 15).

M-BI-3b. If such activities cannot be avoided during the migratory bird breeding season, potential direct impacts shall be minimized through preconstruction migratory bird surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on nesting migratory birds due to construction noise shall be avoided by initiating construction activities prior to the bird breeding season. Subsequent nesting bird surveys shall be conducted if construction is halted for more than one week at any time during the breeding season.

M-BI-4. Mitigation for temporary impacts on sensitive Diegan coastal sage scrub habitat shall include restoration of all temporary construction impacts on site at a 1:1 mitigation to impact ratio. Mitigation shall occur through revegetation of the manufactured slope of the retaining wall at the El Camino del Norte roundabout with a native Diegan coastal sage scrub seed mix. Mitigation for permanent impacts on Diegan coastal sage scrub habitat shall be mitigated off site through habitat conservation at a 2:1 mitigation ratio. Offsite mitigation shall occur at a County mitigation bank or other appropriate mitigation site approved by the resource agencies.

M-BI-5. Permanent impacts (0.005 acre) on non-vegetated channel (CDFG/RWQCB jurisdictional streambed) at the Via de la Valle/La Fremontia roundabout shall be mitigated on site (most likely at the El Camino del Norte location) to the degree feasible, or at a suitable offsite location approved by the resource agencies at a 2:1 mitigation to impact ratio.

M-BI-6. Impacts on Federal wetlands and waters would be avoided by implementing the following: An Environmentally Sensitive Area (ESA) shall be established around jurisdictional wetlands and waters of the U.S. and demarcated by orange construction fencing. A qualified biologist shall monitor to ensure that construction activities avoid this ESA.

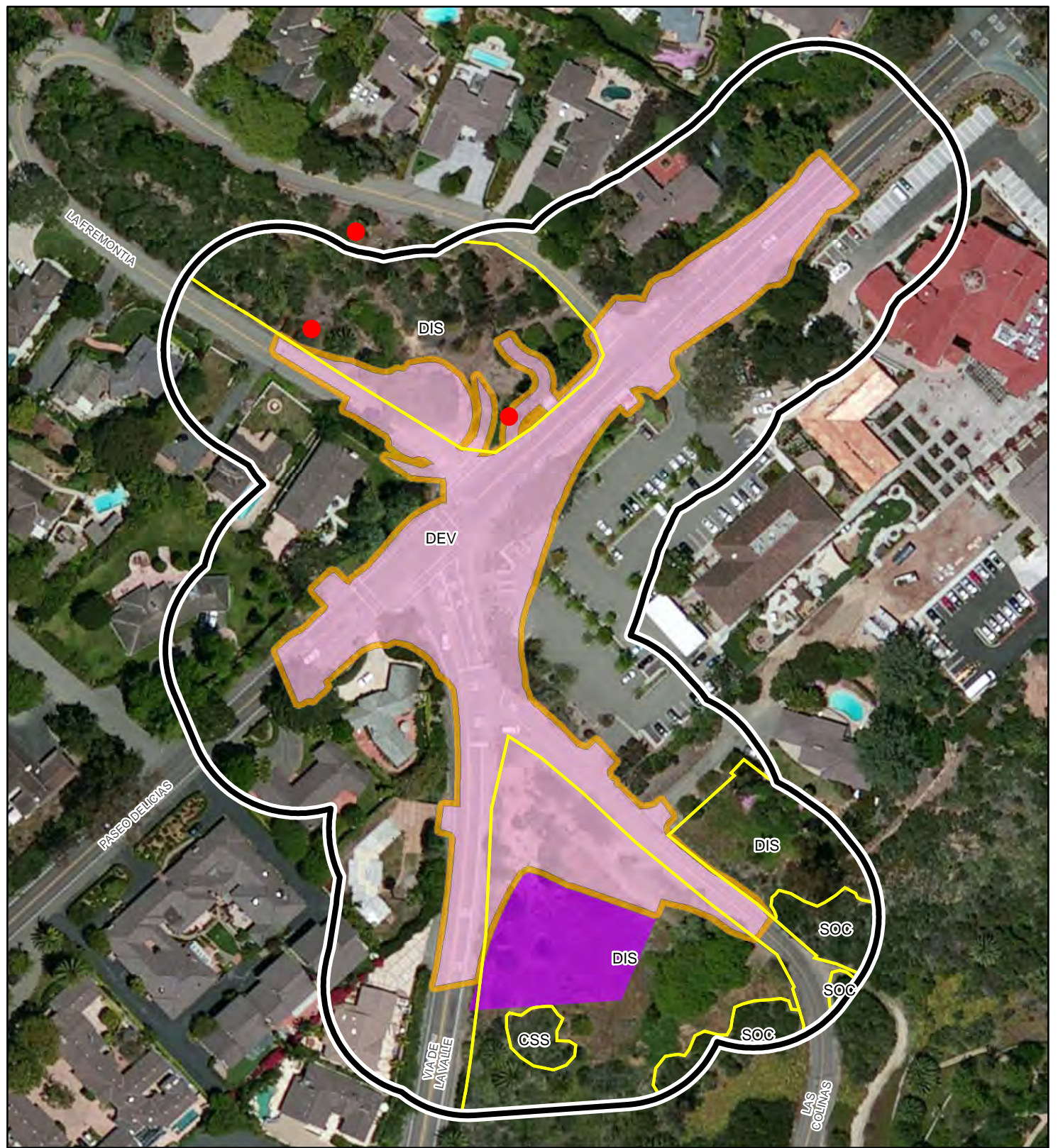
Construction contractors or personnel shall implement a construction education program approved by County staff to ensure that contractors and all construction personnel are informed of the biological constraints associated with any particular construction site. The education program shall focus on (a) the purpose for resource protection, (b) contractor identification of sensitive resource areas in the field such as areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time

during the construction process, and (e) ramifications of noncompliance. This program will be conducted by a qualified biologist.







2.1.6 Conclusion

Construction of the roundabout improvements would occur within areas considered biologically sensitive due to the potential presence of raptors or migratory birds, where sensitive habitats or species are known to exist, and where wetlands and/or non-wetland waters of the U.S. are located. Mitigation measures are proposed to avoid or mitigate all impacts on these sensitive resources. Mitigation Measure M-BI-1 requires that if avoidance of coast live oak is infeasible, mitigation shall occur on site at a 5:1 ratio. This would mitigate any potential impacts on oak trees because they would be avoided or replaced with a greater number of trees, thereby conserving or increasing the number of oak trees in the area. Mitigation Measures M-BI-2a, M-BI-2b, M-BI-3a, and M-BI-3b include avoidance and minimization measures such as time restrictions for construction activities. These measures would mitigate potential impacts on nesting migratory birds and raptors because the proposed avoidance would minimize the possibility that these birds would be affected by vegetation clearing or construction noise during their nesting seasons that are critical to their continued survival, thereby increasing the likelihood of continued viability of these species. Mitigation for temporary and permanent impacts on coastal sage scrub is required by M-BI-4. This measure would involve replacement of all temporarily and permanently impacted coastal sage scrub with in-kind vegetation on site. Mitigation for permanent impacts on coastal sage scrub would occur off site through habitat conservation at a 2:1 mitigation ratio. Offsite mitigation would occur at a County mitigation bank or other appropriate mitigation site approved by the resource agencies. This combination of on- and offsite mitigation would adequately compensate for the small amount of permanent and temporary impacts on coastal sage scrub by the proposed project, because the onsite condition would be maintained for temporary impacts, and permanent impacts would be preserved off site in perpetuity within a larger, more contiguous coastal sage scrub vegetated area, where it would have a greater habitat functionality. Mitigation for permanent impacts on non-vegetated channel is required by Mitigation Measure M-BI-5. Similar to M-BI-4, onsite creation or offsite preservation would maintain the current condition or preserve similar habitat in perpetuity as part of a larger preserved area where it would have a greater functionality. Demarcation of an ESA and implementation of a contractor education program per Mitigation Measure M-BI-6 would ensure that the construction contractors and personnel are aware of the importance of avoiding sensitive biological resources, such as wetlands and avoidable waters, and of the procedures required to do so. Implementation of these mitigation measures would reduce all impacts on biological resources to ***less than significant***.

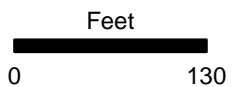
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Legend

-  Study Area
-  Vegetation Boundary
-  Coast Live Oak
-  Permanent Impact
-  Temporary Impact
-  Staging Area (Temporary Impact)

Code	Vegetation Type
CSS	Coastal Sage Scrub
DEV	Urban/Developed
DIS	Disturbed Habitat
SOC	Scrub Oak Chaparral



Source: Technology Associates 2012

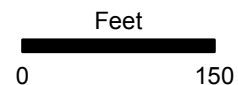
Figure 2.1.1
Via del la Valle/La Fremontia
Biological Resources within the Study Area



Legend

-  Study Area
-  Vegetation Boundary
-  Permanent Impact
-  Temporary Impact

Code	Vegetation Type
DEV	Urban/Developed
DIS	Disturbed Habitat
ORC	Orchards and Vineyards









Source: Technology Associates 2012

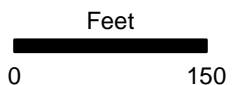
Figure 2.1.2
El Montevideo/La Valle Plateada
Biological Resources within the Study Area



Legend

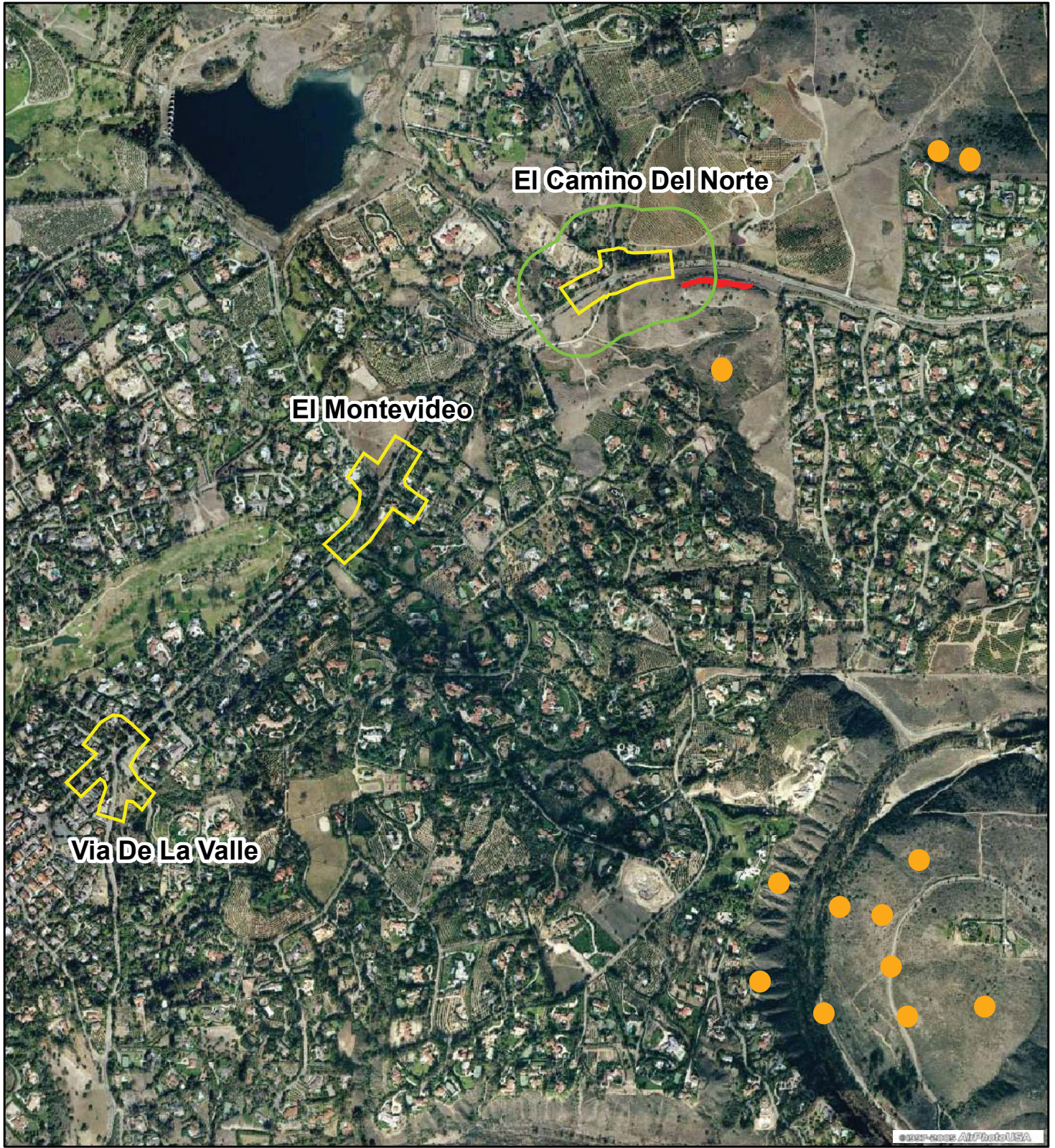
-  Study Area
-  Vegetation Boundary
-  California adolphia
-  Permanent Impact
-  Temporary Impact
-  Staging Area (Temporary Impact)

Code	Vegetation Type
CSS	Diegan Coastal Sage Scrub
DEV	Urban/Developed
DIS	Disturbed Habitat
FWM	Coastal and Valley Freshwater Marsh
FW	Freshwater



Source: Technology Associates 2012

Figure 2.1.3
El Camino del Norte
Biological Resources within the Study Area



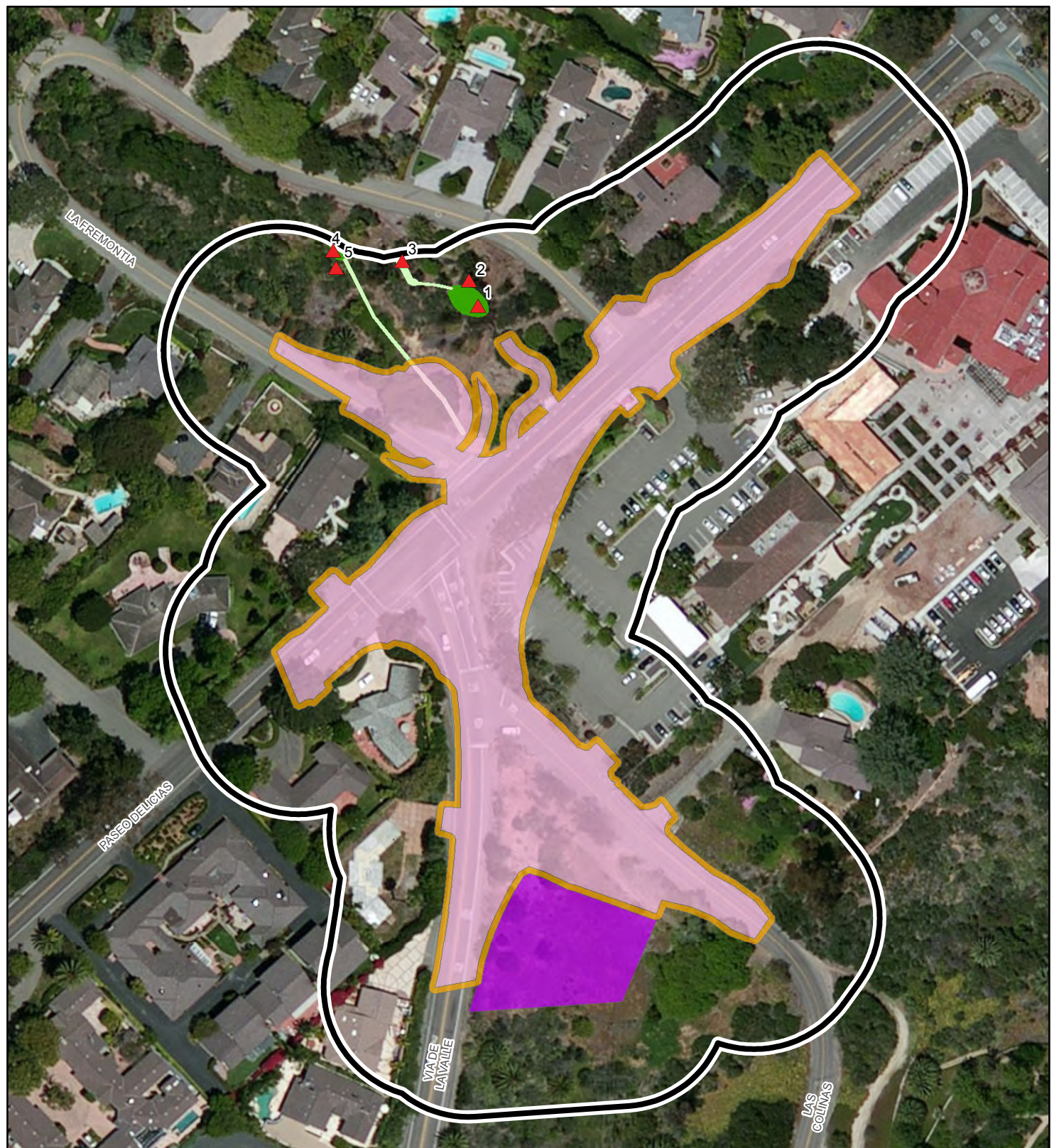
Legend

- Study Area
- California Gnatcatcher Locations (1991-2002)
- Suitable Gnatcatcher Habitat (Coastal Sage Scrub)
- RSFR Gnatcatcher Survey Area








Source: Technology Associates 2012



Figure 2.1.4
California Gnatcatcher Locations
Biological Resources within the Study Area



Legend

-  Study Area
-  Permanent Impact
-  Temporary Impact
-  Staging Area (Temporary Impact)
-  CDFG Wetland/Riparian/RWQCB Wetlands*
-  CDFG Streambed/RWQCB Isolated Water of the State*
-  Wetland Sampling Point

*The RWQCB may or may not invoke jurisdiction to this area under the Porter Cologne Act.



Feet



0




130

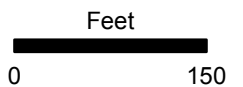
Source: Technology Associates 2012

Figure 2.1.5
Via de la Valle/La Fremontia
Wetlands and Waters of the U.S.



Legend

-  Study Area
-  Permanent Impact
-  Temporary Impact











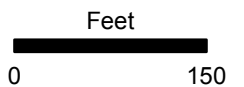
Source: Technology Associates 2012

Figure 2.1.6
El Montevideo/La Valle Plateada
Wetlands and Waters of the U.S.



Legend

-  Study Area
-  Permanent Impact
-  Temporary Impact
-  Staging Area (Temporary Impact)
-  Corps/RWQCB Wetlands & CDFG Wetland/Riparian
-  Corps/RWQCB Waters of the US (Non-Wetland) and CDFG Streambed
-  Culverts, etc. (Jurisdictional, Non-Impacted)
-  Wetland Sampling Point



Source: Technology Associates 2012

Figure 2.1.7
El Camino del Norte
Wetlands and Waters of the U.S.

**Table 2.1.1
Vegetation Communities within the Study Area**

Sensitive Vegetation Community¹	El Camino del Norte²	El Montevideo/ La Valle Plateada²	Via de la Valle/ La Fremontia²	Total²
Riparian Habitat				
Freshwater (13140) ³	0.22	0.00	0.00	0.22
Coastal and Valley Freshwater Marsh (52410) ³	0.06	0.00	0.00	0.06
Upland Habitat				
Diegan Coastal Sage Scrub (32500) ³	0.37	0.00	0.06	0.43
Scrub Oak Chaparral (37900)	0.00	0.00	0.24	0.24
Orchards and Vineyards (18100)	0.00	0.58	0.00	0.58
Disturbed Habitat (11300)	2.83	2.22	2.88	7.93
Urban/Developed (12000)	5.28	7.98	7.69	20.95
Total Habitat	8.76	10.78	10.87	30.41
¹ Holland codes are given in parentheses.				
² Vegetation communities are shown in acres.				
³ Habitats regulated or considered sensitive by Federal, State, regional, or local agencies.				

**Table 2.1.2
Acreages of ACOE/RWQCB/CDFG Jurisdictional Wetlands and Waters of the U.S. within the Study Area**

Jurisdictional Waters	El Camino del Norte	El Montevideo	Via de la Valle¹	Total
ACOE Wetlands and CDFG Wetlands/Riparian	0.17	0.00	0.02	0.19
ACOE Waters of the U.S. and CDFG Streambed	0.23	0.00	0.02	0.25
Total Jurisdictional Resources	0.40	0.00	0.04	0.44
¹ Isolated waters subject to RWQCB under the Porter Cologne Act.				

**Table 2.1.3
Acreages of Habitat/Vegetation Communities and Impacts**

Habitat/Vegetation Community	Existing	Impacts (Permanent)	Impacts (Temporary)	Total Impacts
Diegan Coastal Sage Scrub ¹	0.43	0.02	0.02	0.04
Scrub Oak Chaparral	0.24	0.00	0.00	0.00
Orchards/Vineyards	0.58	0.00	0.003	0.003
Disturbed Habitat	7.93	1.00	1.01	2.01
Urban/Developed	20.95	5.51	1.00	6.51
Coastal and Valley Freshwater Marsh ¹	0.06	0.00	0.00	0.00
Freshwater ¹	0.22	0.00	0.00	0.00
Total	30.42	6.53	2.04	8.563

¹Habitats considered sensitive by local, State, and/or Federal jurisdictions.

**Table 2.1.4
Acreages of ACOE/RWQCB/CDFG Jurisdiction and Project Impacts**

Jurisdiction	Total Jurisdiction in Study Area (Acres)	Permanent Impacts (Acres)	Temporary Impacts (Acres)	Total Impacts (Acres)
ACOE/RWQCB Wetlands and CDFG Wetlands/Riparian	0.17	0.00	0.00	0.00
CDFG Wetlands/Riparian Only	0.02	0.00	0.00	0.00
ACOE/RWQCB Waters of the U.S. and CDFG Streambed	0.23	0.00	0.00	0.00
CDFG Streambed Only	0.02	0.005 ¹	0.00	0.005 ¹
Total Jurisdictional Resources (Acres)	0.44	0.005	0.00	0.005

¹An impact of isolated waters under the Porter-Cologne Water Quality Control Act of 1969 (Porter-Cologne) would only occur if the RWQCB invokes jurisdiction over these waters.

2.2 Transportation and Circulation

This section presents a discussion of transportation and circulation impacts that would result from implementation of the proposed project. The traffic analysis was prepared to evaluate operations for three alternatives at the three roundabout intersections. In addition, due to a temporary lane closure that would be required at the El Montevideo intersection, this analysis also considers the potential traffic impacts resulting during the construction of the three roundabouts. The analysis is based on the project's Traffic Impact Analysis (TIA), prepared by Linscott, Law & Greenspan, Engineers (LLG; July 2012), provided as Appendix D, which was prepared using the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic (County's Traffic Guidelines; August 24, 2011). In addition, an Equestrian Usage Assessment Report was prepared for the project by EDAW Inc. (March 2008), attached as Appendix L.

2.2.1 Existing Conditions

Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte that constitutes part of a link between I-5 and I-15; the link starts at the Lomas Santa Fe Drive intersection with I-5 and continues to Linea del Cielo, Paseo Delicias, Del Dios Highway, and Via Rancho Parkway which then intersects with I-15. Vehicles tend to travel rapidly on this stretch of road, as it is one of the few roads in the area connecting I-15 to I-5. Two of the three subject intersections along Paseo Delicias (El Montevideo/La Valle Plateada and Via de la Valle/La Fremontia) are all-way stop sign controlled and drivers often wait in long queues at each of these intersections. The third intersection (El Camino del Norte/Del Dios Highway) is stop controlled only on El Camino del Norte. To avoid long waits, some motorists divert onto other narrow residential roadways, creating potential traffic conflicts and delays to residents accessing their driveways. Detailed descriptions of principal roadways are provided in the TIA (Appendix D).

2.2.1.1 Study Area

Operation Analysis

The operation analysis study area consists of the three intersections along Paseo Delicias/Del Dios Highway where the roundabouts are proposed:

1. Via de la Valle/La Fremontia
2. El Montevideo/La Valle Plateada
3. El Camino del Norte

Construction Analysis

In addition to the three proposed roundabout intersections, the construction analysis study area consists of seven nearby intersections and nine nearby roadway segments, some of which are part of the temporary detour route (mitigation for Construction Scenario A) discussed in Section 2.2.1.5 below.

Intersections:

1. Via De Fortuna/El Camino Del Norte
2. El Camino Del Norte/Lago Lindo (proposed detour route)

3. Lago Lindo/El Montevideo (proposed detour route)
4. Lago Lindo/Avenida De Acacias (proposed detour route)
5. Avenida De Acacias/La Granada (proposed detour route)
6. Paseo Delicias/La Granada (proposed detour route)
7. Via De La Valle/Via De Santa Fe

Roadway Segments:

1. El Camino Del Norte from Paseo Delicias/Del Dios Highway to Lago Lindo (proposed detour route)
2. Lago Lindo from El Camino Del Norte to El Montevideo (proposed detour route)
3. Lago Lindo from El Montevideo to Avenida de Acacias (proposed detour route)
4. Avenida De Acacias from Lago Lindo to La Granada (proposed detour route)
5. Avenida De Acacias from La Granada to Paseo Delicias (proposed detour route)
6. Paseo Delicias from Avenida De Acacias to La Granada
7. Paseo Delicias/Del Dios Highway east of El Camino Del Norte
8. Via De Santa Fe from Via De La Valle to Paseo Delicias
9. La Granada: Avenida de Acacias to Paseo Delicias

2.2.1.2 Methodology

The traffic analysis uses the term level of service (LOS) to characterize traffic movement. LOS is used to denote the operating conditions on a transportation facility (roadway segment or intersection). LOS is a general measurement of several conditions, such as speed, travel time, freedom to maneuver, traffic interruption, and comfort and convenience; and denotes the driver's perception of those conditions. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Operating conditions are typically at their worst during the morning and evening commute periods; therefore, AM and PM "peak hour" trips are used to determine "worst case" traffic impacts on road segments and at intersections.

Existing weekday AM/PM peak hour traffic volumes were collected at the three proposed roundabout intersections to capture peak commuter activity. The peak hour manual turning movement counts were conducted in March 2011. Counts were conducted during both AM (7 a.m.–9 a.m.) and PM (4 p.m.–6 p.m.) peak periods. The AM and PM peak hours are one-hour maximum traffic volume subsets of these peak periods.

In order to forecast future traffic volumes, a SANDAG Model was run with the proposed roundabouts assumed at each intersection. The forecast ADT volumes were then used to calculate peak hour volumes. Some of the model volumes were revised for the analysis to take into account the presence of "cut-through" traffic in the neighborhoods, and to consider that, with installation of intersection improvements, this traffic would be redistributed to Paseo Delicias.

Except for the intersection at Via De Fortuna/El Camino Del Norte,¹ weekday AM/PM peak hour intersection turning movement and bi-directional daily traffic counts were conducted for the construction impact study area in March 2010 when schools were in session for all intersections. Counts were conducted between the hours of 7 a.m. and 9 a.m. (AM peak period) and 4 p.m. and 6 p.m. (PM peak period).

The construction analysis and operational analysis use the same LOS methodology to analyze impacts on intersections and Mobility Element Roads² segments. The construction analysis also includes some non-Mobility Element road segments, for which LOS is not applied because the primary purpose of non-Mobility Element road segments is to serve abutting lots and not to carry through traffic. Therefore, the non-Mobility Element road segments in the study area were analyzed based on the recommended design capacities for residential roads that are described in the San Diego County Public and Private Road Standards. For the construction impact analysis, the existing traffic volumes and patterns, the proposed traffic scenarios A and B, and the proposed detour plan were utilized to calculate traffic distributions for the two construction scenarios.

2.2.1.3 Existing Operations

The existing traffic configuration and the existing traffic volumes in the study area are depicted on Figures 2.2.1 and 2.2.2, respectively.

Table 2.2.1 shows existing AM and PM peak hour LOS at the intersections for the operational and construction study areas. As shown, the El Camino del Norte intersection operates at LOS F during the AM and PM peak hours. The El Montevideo/La Valle Plateada intersection operates at LOS E during the AM peak hours and LOS F during the PM peak hours. The Via de la Valle/La Fremontia intersection operates at LOS C during the AM and PM peak hours. All other intersections in the study area operate at LOS C or better during both the AM and PM peak hours.

Table 2.2.2 shows existing AM and PM peak hour LOS along the roadway segments in the study area. All Mobility Element segments currently operate at LOS D or better with the exception of Paseo Delicias/Del Dios Highway east of El Camino Del Norte, which operates at LOS F. All of the non-Mobility Element segments have acceptable traffic volumes for the design (i.e., they currently operate under capacity)

2.2.1.4 Existing Conditions for Equestrians, Pedestrians, and Bicyclists

There are marked and paved bike lanes along both sides of Paseo Delicias/Del Dios Highway, and existing equestrian trails in the vicinity of all three project intersections (see Figures 1.4, 1.5, and 1.6). However, there are no pedestrian or equestrian crossing signals, and there are no sidewalks or formal pedestrian walkways along the project segment of Paseo Delicias/Del Dios Highway. Observations of equestrian activity were conducted during daylight hours from Thursday through Sunday on non-consecutive days between October 5 and 20, 2007 (see Appendix L) at each of the roundabout locations. No crossings were observed at the El Camino del Norte or El Montevideo/La Valle Plateada intersections. At Via de la Valle, one crossing was observed on Thursday, none on Friday, two on Saturday, and five on Sunday. No pedestrian or bicycle counts have been conducted for the project, though observations indicate fairly frequent use by bicyclists and very light use by pedestrians.

¹ Based on historical data on El Camino Del Norte, traffic volumes have not increased in the last several years at this location, and this intersection continues to operate at an acceptable level of service (LOS B).

² See 2.2.1.6, *Regulatory Setting*, for a brief description of the Mobility Element.

2.2.1.5 Construction Traffic

Description of Construction

Construction of the proposed project is expected to last approximately 12–18 months. For the majority of construction, one lane would remain open in each direction to facilitate traffic flow through the project area. However, it is anticipated that intermittent, short-duration single lane closures would be required at each of the three roundabout intersections, whereby one lane in each direction would remain open during the morning peak hour, and for the remainder of the day only a single, shared travel lane would be open. In addition, construction at the Paseo Delicias/El Montevideo intersection would include a minor elevation change to improve sight-distance; this improvement would require temporary closure of the eastbound lane at this intersection, for an estimated two weeks.

Potential for Construction Traffic Impacts

Due to the extended temporary eastbound lane closure at the El Montevideo intersection, a formal detour would need to be implemented to temporarily divert traffic from Paseo Delicias to nearby non-Mobility Element residential roads. Therefore, in order to facilitate disclosure to the public and to analyze the potential temporary impact on traffic during construction of the proposed project, two “worst case” traffic construction scenarios (described below) were developed. The two scenarios are based on the anticipated lane closures described in the above paragraph, and have been analyzed in accordance with the County’s CEQA Guidelines for Determining Significance. Both scenarios would be implemented as-needed during construction. Due to the nature of the temporary lane closures, the two construction scenarios would not occur at the same time. The scenarios are briefly described below; refer to Appendix D for additional detail.

Construction Scenario A – Eastbound Lane Closure-Detour Route

This scenario considers traffic movement and distribution during the anticipated temporary closure of the Paseo Delicias eastbound lane at El Montevideo and the implementation of a formal detour plan. Although the closure is expected to last approximately two weeks, in order to be conservative, this scenario considers closure of Paseo Delicias at El Montevideo for **up to** two months. The westbound lane would remain open at all times for this scenario. See Figure 2.2.3 for the proposed detour route.

Construction Scenario B – Flagging Operation

This scenario considers traffic movement and distribution during intermittent, short-duration single lane closures at each of the three roundabout intersections, and implementation of flagging operations along Paseo Delicias. During the morning peak hour, one lane would remain open in each direction. During the remainder of daily construction hours (including the afternoon peak hour), only one shared travel lane would be open, and flaggers would be utilized to allow one direction of traffic to proceed for a maximum of 10 minutes. The intermittent lane closure and flagging operation was assumed to last up to one year; however, it should be noted that this is a worst case scenario, as one lane would be open in each direction for the majority of construction.

2.2.1.6 Regulatory Setting

Traffic analysis in the State of California is guided by policies and standards set at the State level by the California Department of Transportation (Caltrans) and by local jurisdictions. Because the proposed project is located in the County of San Diego, the proposed project

and/or alternatives should adhere to the adopted County transportation policies, which include the *County Guidelines for Determining Significance to Transportation and Traffic* (discussed in Section 2.2.2 below), dated August 24, 2011, and the San Diego County General Plan.

The General Plan Mobility Element (ME) provides a framework for a balanced, multi-modal transportation system for the unincorporated areas of San Diego County. This Element contains goals and policies regarding appropriate and safe design, and location of ME roads. Goal M-2 of the ME is to provide a road network with adequate capacity to reasonably accommodate planned land uses and regional traffic patterns, and that supports other General Plan goals such as provision of environmental protections and enhancement of community character.

Policy M-2.1 outlines the criteria for acceptance of specific ME roads at LOS E or F. This General Plan Policy is based on community consensus, historic significance, and other policy considerations. The General Plan ME identifies certain two-lane road segments within the project study area as being accepted at LOS E or F. Via de la Valle from the San Diego City Limits to Paseo Delicias is identified in the ME as a “road segment where adding travel lanes is not justified” and as an “Accepted LOS E/F” street segment. Another such ME road is Del Dios Highway east of El Camino del Norte, which operates at LOS F under existing conditions. The following are some of the reasons identified that support the proposed retention of these street segments as two lane roads: the community and planning group prefer two lanes; two-lane road classification is consistent with State historic landmark status; additional road widening would adversely impact established semi-rural character along with landscape and structural improvements along the road; and environmental constraints, such as biologically sensitive vegetation, limit the ability to widen the road.

Policy M-4.3 (Rural Roads Compatible with Rural Character) requires that roads in Semi-Rural and Rural Lands be consistent with the rural character, and safely accommodate transit stops, bicyclists, pedestrians, and equestrians. Policy M-4.3 also requires the use of rural road design features, where these are feasible.

2.2.2 Analysis of Project Effects and Determination as to Significance

The thresholds used to determine significant transportation and circulation impacts are based on Appendix G of the State CEQA Guidelines, and the second revision of the County of San Diego Guidelines for Determining Significance – Transportation and Traffic, dated June 30, 2009, with a second modification effective August 24, 2011. The applicable significance thresholds are listed here as well as under each of the respective impact subheadings below.

1. A significant impact on transportation and circulation for County intersections would occur if the proposed project would add a substantial amount of traffic to an existing intersection operating at LOS E or F or an intersection expected to operate at LOS E or F in the future as follows:
 - For signalized intersections, a delay of more than two seconds at LOS E would be considered significant and a delay of more than one second (or five peak hour trips on a critical movement) at LOS F would be considered significant.
 - For unsignalized intersections, the increase in traffic greater than 20 peak hour trips on a critical movement at LOS E and greater than five peak hour trips on a critical movement at LOS F.
2. A significant impact on transportation and circulation for two-lane highways with unsignalized intersections spacing under one mile would occur if the proposed project would:

- Contribute more than 20 peak hour trips on a critical movement on a two-lane highway that is operating at LOS E.
 - Contribute more than five peak hour trips on a critical movement on a two-lane highway that is operating at LOS F.
3. A significant impact on transportation and circulation for County roadways and highways would result if the proposed project would:
- Contribute more than 200 ADT to a two-lane circulation element road segment that is operating at LOS E.
 - Contribute more than 100 ADT to a two-lane circulation element road that is operating at LOS F.

Furthermore, a significant impact on transportation and traffic within the County would result if the proposed project would:

1. Cause a hazard due to an existing transportation design feature.
2. Cause a hazard to pedestrians or bicyclists.
3. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
4. Result in inadequate emergency access.

The following impact analysis is separated into the operational impact analysis followed by the construction impact analysis for each of the County's significance thresholds. The operational analysis focuses on intersections as opposed to street segments because the project itself consists of only intersection improvements and the project is not trip-generating. Although some shift in traffic from local roads to Paseo Delicias may be anticipated, this shift would occur due to improved operations on Paseo Delicias³. Since the overall operations on Paseo Delicias are expected to improve with the proposed roundabouts, and peak hour intersection analysis is much more indicative of corridor operations, a street segment ADT analysis to determine project impacts is not warranted and was not conducted.

2.2.2.1 Intersections

Guidelines for the Determination of Significance

A significant impact on transportation and circulation for County intersections would occur if the proposed project would add a substantial amount of traffic to an existing intersection operating at LOS E or F or an intersection expected to operate at LOS E or F in the future as follows:

- For signalized intersections, a delay of more than two seconds at LOS E would be considered significant and a delay of more than one second (or five peak hour trips on a critical movement) at LOS F would be considered significant.
- For unsignalized intersections, the increase in traffic greater than 20 trips on a critical movement at LOS E and greater than five trips on a critical movement at LOS F.

A significant impact on transportation and circulation for two-lane highways with unsignalized intersections spacing under one mile would occur if the proposed project would:

- Contribute more than 20 peak hour trips on a critical movement on a two-lane highway that is operating at LOS E.

³ The shift in traffic from local roads to Paseo Delicias is accounted for in the SANDAG model runs.

- Contribute more than five peak hour trips on a critical movement on a two-lane highway that is operating at LOS F.

Analysis

Operational

The existing traffic volumes with roundabouts in place are depicted in Figure 2.2.4. As shown in Table 2.2.3, the proposed roundabouts, compared to the existing stop sign configurations, would improve traffic operations at the three project intersections. All three project intersections would operate at LOS A during both the AM and PM peak hours with the proposed roundabouts and the existing traffic volumes, as compared to LOS F with the existing stop sign configurations.

Therefore, because the proposed project would not result in any increase in delay at the study area intersections and would improve intersection operations, intersection impacts during project operation would be ***less than significant***.

Construction

Scenario A – Eastbound Lane Closure-Detour Route

Peak Hour Intersection Levels of Service

Table 2.2.4 summarizes the intersection level of service based on implementation of Construction Scenario A. The eastbound lane closure and required detour would cause the intersections listed below to operate at LOS E or F. Therefore, the impacts associated with Construction Scenario A would be a ***significant direct impact*** (TR-1). However, this impact would be temporary because it would occur only during the period of closure, which is expected to last up to two months.

- El Camino del Norte/Lago Lindo (LOS F during PM peak hour only)
- Lago Lindo/El Montevideo (LOS F during PM peak hour only)
- Avenida de Acacias/La Granada (LOS F during AM and PM peak hours)
- Paseo Delicias/La Granada (LOS E during PM peak hour only)

Scenario B – Flagging Operation

Peak Hour Intersection Levels of Service

Table 2.2.4 summarizes the intersection level of service based on implementation of Construction Scenario B. The intermittent single lane closures and required flagging operations along Paseo Delicias/Del Dios Highway would cause the intersection listed below to operate at LOS F. Therefore, the project's impact would be considered a ***significant direct impact*** (TR-1). However, this impact would be temporary because it would only occur during construction of the proposed project and only when flagging operations are necessary due to partial lane closures.

- Avenida De Acacias/La Granada (LOS F during the PM peak hour only)

2.2.2.2 Roadway Segments

Guidelines for the Determination of Significance

A significant impact on transportation and circulation for County roadways and highways would result if the proposed project would:

- Contribute more than 200 ADT to a two-lane circulation element road segment that is operating at LOS E.
- Contribute more than 100 ADT to a two-lane circulation element road that is operating at LOS F.

Analysis

Operational

The project is an intersection improvement project that would not generate any vehicle trips. The roundabouts would improve the operations of the three intersections by increasing the intersection capacity. The current intersection configurations result in long queues on roadway segments especially during peak traffic periods. Although some shift in traffic from local roads to Paseo Delicias is expected, this shift would occur due to improved operations on the Paseo Delicias/Del Dios Highway corridor. Although a segment analysis was not conducted, the TIA shows that improving intersection operations through installation of the roundabouts would improve traffic circulation along the project segment of Paseo Delicias/Del Dios Highway and in the vicinity of the project through:

- Queue Reduction: The queue lengths for critical movements at the two all-way stop-sign-controlled project intersections (Via de la Valle/La Fremontia and El Montevideo/La Valle Plateada) would be reduced.
- Local Street Traffic Reduction: Because additional intersection capacity would be provided on the Paseo Delicias corridor, a portion of the local street traffic would shift back to the Paseo Delicias/Del Dios Highway corridor from surrounding residential streets; and
- Delay Reduction: As indicated in Table 2.2.3, the delay at these intersections would be reduced, and as a result, the travel time delays within the corridor would decrease (especially during the AM and PM peak hours) and the traffic flow and the average speed would improve.

The proposed project would not result in any reduction/deterioration in LOS beyond County thresholds, increase congestion beyond County thresholds, or increase delays above County thresholds. Therefore, the project would have a **less than significant impact** on County roadway segments during the proposed project's operation.

Construction

Scenario A – Eastbound Lane Closure-Detour Route

During the implementation of the worst case construction scenarios (Scenarios A – Eastbound Lane Closure), motorists traveling eastbound along the Del Dios corridor would experience approximately 14 minutes of added travel time during the AM peak hour and 14.4 minutes of added travel time during the PM peak hour. No change in travel time is anticipated for westbound traffic.

During implementation of Construction Scenario A (detour route due to eastbound lane closure), the segments listed below would operate at LOS E or F, or for residential roads would operate over design capacity, which would be a **significant direct impact** (TR-1). Table 2.2.5 summarizes the roadway segment level of service during implementation of Construction Scenario A. Figure 2.2.5 depicts the traffic volumes within the study area with the implementation of the partially closed intersection at El Montevideo and the proposed detour route under Construction Scenario A.

- El Camino Del Norte: Paseo Delicias to Lago Lindo (LOS E)
- Lago Lindo: Avenida De Acacias to El Montevideo (over capacity)
- Lago Lindo: El Montevideo to El Camino del Norte (over capacity)
- Avenida De Acacias: Lago Lindo to La Granada (over capacity)
- La Granada: Avenida de Acacias to Paseo Delicias

Paseo Delicias/Del Dios Highway east of El Camino del Norte currently operates at LOS F under existing conditions. Scenario A would not result in an increase in the average daily traffic (ADT) on this segment and, therefore, impacts on Del Dios Highway east of El Camino del Norte would be **less than significant**.

Scenario B – Flagging Operation

Based on implementation of Construction Scenario B (intermittent single lane closures and the required flagging operations) motorists traveling eastbound along the Paseo Delicias/Del Dios corridor would experience approximately five minutes of added travel time during the AM peak hour and ten minutes of added travel time during the PM peak hour. Motorists traveling westbound along the project corridor would experience approximately two minutes of added travel time during the AM peak hour and 11 minutes of added travel time during the PM peak hour.

During implementation of Scenario B, the segments listed below would operate at LOS E or F, or for residential roads would operate over design capacity, which would be a **significant direct impact** (TR-1). Table 2.2.5 summarizes the roadway segment level of service during implementation of Construction Scenario B. Figure 2.2.6 depicts the traffic volumes within the study area with the implementation of flagging operations.

- Avenida de Acacias: Lago Lindo to La Granada (over capacity)

As with Scenario A (explained above), Scenario B would not increase the ADT on Paseo Delicias/Del Dios Highway east of El Camino del Norte and, therefore, impacts on Del Dios Highway east of El Camino Del Norte would be **less than significant**.

2.2.2.3 Hazards due to a Design Feature

Guideline for Determination of Significance

A significant impact on traffic and circulation would occur if the project would:

- Cause a hazard due to an existing transportation design feature.
- Cause a hazard to pedestrians or bicyclists.

Analysis

According to the County's Traffic Guidelines, the determination of significant hazards to an existing transportation design feature shall be on a case-by-case basis, and consider factors including access roads, increased traffic on the road due to the proposed project, and the physical conditions of the project site and surrounding area, such as curves, slopes, walls, landscaping or other barriers. Additionally, the County's Traffic Guidelines contain specific guidance for the determination of a project's potential to result in hazards to pedestrians or bicyclists, but do not contain specific guidelines for determination of hazards to equestrians. The guidelines for pedestrian or bicyclist hazards consider design or physical features that affect visibility of pedestrians or bicyclists, the magnitude of increased use of a roadway due to a

proposed project, the lack of conformance to County road standards, and whether a project would substantially increase pedestrian or bicycle activity.

The roundabouts have been specifically designed to safely accommodate pedestrians, bicyclists, equestrians, and motorists. The proposed roundabouts would include pedestrian/equestrian crossings that would be delineated by crosswalk markings in the pavement. Push-button crossing controls would activate in-pavement lighting. Additionally, the equestrian height push-button controls would activate an advanced flashing warning signs located between 400–500 feet before the intersection to notify motorists that equestrians are crossing at a cross-walk ahead. As with other intersections, bicyclists would have the option of pulling to the side and crossing at the crosswalks or maneuvering through the roundabouts with vehicle traffic.

Pedestrian-scale lighting fixtures would provide intersection visibility by illumination of the curb faces on the splitter islands and pedestrian crossing areas. The proposed lighting was designed to achieve a low-level of lighting so as not to conflict with the Dark Sky Policies of the San Dieguito Community Plan, yet also provide safe intersections for all roundabout users. In addition to the lighting fixtures, reflectors would be installed on all splitter island curbs and the outer edges of the truck aprons to provide motorists with enhanced curb visibility and intersection awareness. The County Traffic Engineer reviewed the project's illumination study (Appendix E2) and found the proposed lighting to be adequate. The proposed lighting would have an illumination level below the County Public Road Standards, and a design exception would be processed per Section 5.8.C of the Road Standards. The project's proposed conceptual landscaping materials are shown in Table 3.1.1 and Figures 3.1.1, 3.1.3, and 3.1.5 of Section 3.1.1 of this EIR. The final landscaping planting palette would be selected by the community of Rancho Santa Fe and approved by the County for safety and sight-line distances to ensure vehicular and pedestrian safety through appropriate location of different vegetation sizes and textures.

With regards to motorist safety, the project design is based on the FHWA Guidelines for design of rural roundabouts, which is appropriate for the existing roadway conditions in terms of lane width and posted speed limit. The project would include appropriate signage, pavement markings, lighting, curb-mounted reflectors, and landscaped splitter and central islands that would maximize motorist awareness of the roundabout intersections. The project has been designed to meet all roadway geometry design standards with respect to horizontal and vertical curvature, as well as to provide adequate and safe sight distance. Striping and pavement markings for each roundabout would conform to the Manual on Uniform Traffic Control Devices (see Appendix D of the EIR – Traffic Impact Analysis, Appendix M – for the roundabouts design plans). The comprehensive engineering design plans have been prepared by a licensed Civil Engineer experienced in the design and construction of roundabouts, and would undergo a peer review.

Therefore, because the project design includes features that would maximize safety for equestrians, pedestrians, bicyclists, and motorists, and would not create or increase a hazard due to an existing design feature, impacts related to hazards to pedestrian, bicyclists, equestrians, and motorists would be ***less than significant***.

2.2.2.4 Alternative Transportation

Guideline for Determination of Significance

A significant impact on traffic and circulation would occur if the project would:

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Analysis

The project would include replacement of all existing bus stops that would be affected by construction of the roundabouts and would facilitate more efficient movement of buses through the Del Dios Highway/Paseo Delicias corridor. Existing bike lanes would also be retained along both sides of the roadway corridor. As such, there would be **no impact** on alternative transportation.

2.2.2.5 Emergency Access

Guideline for Determination of Significance

A significant impact on traffic and circulation would occur if the project would:

- Result in inadequate emergency access.

Analysis

Operational

The project would not interfere with emergency access. Minor alterations to the access at five residences would be made. These minor alterations consist of the following: two private driveways on Las Colinas would be lengthened to connect with the realigned roadway, one leg of a private circular driveway would be closed in the vicinity of the Via de la Valle intersection, and two driveways would be combined and shifted at the El Camino del Norte intersection. The proposed driveway alterations would not affect emergency access to these properties. Therefore, the project would have **no impact** on emergency access.

Construction

Emergency access to all properties would be maintained at all times during construction of the proposed project. Prior to the start of construction, local emergency agencies would be notified of the project construction activities, including the anticipated intermittent single-lane closures and eastbound lane closure along Paseo Delicias. In addition, the detailed temporary traffic control plans and detour route would be provided to local emergency agencies prior to the start of construction so that they would be aware of the activities and could plan to use alternate routes for emergency response as needed. Additionally, passage of emergency response vehicles through the construction site would be prioritized. Therefore, impacts on emergency access during construction would be **less than significant**.

2.2.3 Cumulative Impact Analysis

Cumulative Impacts could occur as a result of traffic generated by past, present, and anticipated future projects in the planning area. Cumulative impacts during the project's operation have been assessed through the Plan method which uses reasonably foreseeable forecasted volumes to determine collective impacts. In this regard, the TIA included a year 2030 analysis, which utilizes forecast future traffic volumes on the Del Dios Highway/Paseo Delicias/Via de la Valle corridor for year 2030 that were prepared by the San Diego Association of Governments (SANDAG). Traffic generated by future regional growth is included in these forecast traffic volumes. Each of the projects listed in Table 1.2 would be included in the SANDAG projections

for development based on the permitted densities allowed by the existing San Dieguito Community Plan.

Figure 2.2.7 depicts the 2030 traffic volumes with the existing intersection controls in place, while Figure 2.2.8 shows 2030 traffic volumes with the roundabouts in place. As shown in Table 2.2.6, roundabouts at each of the three project intersections would operate at LOS A or B with year 2030 traffic volumes, with the exception of the El Camino del Norte/Del Dios Highway intersection in the AM peak hour (LOS C) and the PM peak hour (LOS D). With no change in the existing stop sign configurations, all project intersections would operate at LOS F, with delays in excess of 100 seconds, by year 2030. Although the /El Camino del Norte/Del Dios Highway intersection would operate at LOS D and is located on an onsite Circulation Element Road, horizon year 2030 operations with roundabouts would be improved in comparison to existing stop-sign configurations. Therefore, because the project would ultimately improve traffic operations along the Paseo Delicias/Del Dios corridor, the project's incremental contribution to cumulative impacts from past, present, and reasonably foreseeable future projects would not be cumulatively considerable; impacts would be ***less than significant***.

2.2.4 Significance of Impacts Prior to Mitigation

The operational impact analysis identified no significant impacts.

Construction of the proposed project is expected to last approximately 12–18 months. It is anticipated that intermittent, short-duration single lane closures would be required at each of the three roundabout intersections, whereby one lane in each direction would remain open during the morning peak hour, and for the remainder of the day only a single travel lane would be open. In addition, construction at the Paseo Delicias/El Montevideo intersection would include a minor elevation change to improve sight-distance; this improvement would require temporary closure of the eastbound lane at this intersection. Construction activities that would result in temporary, intermittent full and partial closures of the three project intersections along Paseo Delicias/Del Dios Highway, as analyzed through consideration of “worst-case” Construction Scenario A and Scenario B, would result in a ***significant direct impact*** (TR-1) on segments and intersections.

2.2.5 Mitigation

There are no significant operation-related impacts with the implementation of the proposed project; therefore, no operational mitigation measures would be required.

The following mitigation measure would be incorporated into the proposed project to reduce the transportation and traffic impact to the extent feasible.

M-TR-1. In order to minimize the temporary construction traffic impact to the extent feasible, traffic control plans shall be developed and implemented to facilitate traffic flow through the project area during construction activities.

The traffic control plans shall be developed prior to construction of the roundabouts. The plans shall be required to meet the following criteria:

- Traffic control/detour plans shall be prepared for the construction project per the Manual of Uniform Traffic Control Devices (MUTCD) and County standards.
- Signage and flagging operations shall be provided per the MUTCD and County standards.
- Flagger stations shall be located far enough in advance of the work space so that approaching road users will have sufficient distance to stop before entering the work space.

- Emergency access to all homes and businesses shall be maintained at all times. One travel lane shall be open at all times and access to emergency vehicles shall be prioritized and maintained at all times.
- Access to local residences and commercial sites shall be maintained at all times during construction.
- Property owners and residents shall be given ample warning as to when construction will occur. A public noticing campaign regarding the traffic control detours and anticipated delays shall be conducted.
- Flagging operations shall be implemented during the anticipated intermittent, short-duration single lane closures at each of the three roundabout intersections. During the morning peak hour, one lane shall remain open in each direction. During the remainder of the day only one travel lane shall be open, and flaggers shall be utilized to allow one direction of traffic to proceed for a maximum of 10 minutes.
- A formal detour route and plan, as depicted in Figure 2.2.3, shall be implemented during the anticipated closure of the eastbound lane of Paseo Delicias at the El Montevideo intersection. The closure is expected to last approximately two weeks, and should not last any longer than two months. The westbound lane shall remain open at all times.

Mitigation measure M-TR-1 would be implemented to reduce the severity of this impact; however, no feasible mitigation measures have been identified that would reduce the construction-related traffic impact to less than significant. The County's Environmental Impact Report Format and General Content Requirements state that, "if it is concluded that there are no feasible mitigation measures that reduce an effect to a level below significance, the EIR must discuss any infeasible measures that could reduce the significant effect to a level below significance."

One possible mitigation measure to reduce this impact would be construction of a temporary road at the El Montevideo roundabout to accommodate two-way traffic during construction. This mitigation measure would be inconsistent with Objective #6 because it would result in substantial removal of mature landscaping, additional temporary take of private property, and a potential increase in impacts on structures and other features within the Historic Planned Community of Rancho Santa Fe; all of which would also result in additional impacts on visual resources, community character, and historic character. Furthermore, as discussed in Section 1.2.1.1, the size of the proposed roundabouts has been minimized to the extent feasible to similarly avoid and minimize impacts on structures, landscaping, and property in the community. Every effort was made during design of the roundabouts to minimize the effects on adjacent property owners; implementation of this mitigation measure would negate this effort. For these reasons, this mitigation measure is considered infeasible.

Another possible mitigation measure would be to improve the detour route (e.g., trim vegetation, install additional traffic control devices, and/or widen intersections as needed) prior to initiating roundabout construction. Similar to the possible measure discussed in the paragraph above, this mitigation measure would also not be consistent with Objective #6 because it would result in additional removal of mature landscaping, increased temporary take of private property, and a potential increase in impacts on structures and other features within the Historic Planned Community of Rancho Santa Fe; thus, resulting in additional impacts on visual resources, community character, and historic character. Therefore, this mitigation measure is considered infeasible.

2.2.6 Conclusion

Operation of the proposed project would reduce intersection queuing lengths, reduce traffic volumes on local streets, and improve overall operations at the project intersections such that under existing traffic volumes, the three intersections would operate at LOS A. Moreover, with year 2030 traffic volumes, the three project intersections would operate at LOS A or B, with the exception of the El Camino del Norte/Del Dios Highway intersection in the AM peak hour (LOS C) and PM peak hour (LOS D). Without the project, there would be no change in the existing stop sign configurations, and by year 2030, all project intersections would operate at LOS F, with delays in excess of 100 seconds. Therefore, impacts on roadway segments and intersections in both the existing plus project condition and the 2030 condition would be **less than significant**.

With regard to hazards to equestrians, pedestrians, or bicyclists, the proposed project would improve driver visibility of pedestrian/equestrian/bicyclist roadway crossings, which would include clearly delineated crosswalks and push-button crossing controls that would activate in-pavement lighting and flashing beacons at the cross-walks. These features would improve safety of equestrians, pedestrians and bicyclists, and impacts related to hazards to equestrians, pedestrians and bicyclists would be **less than significant**. With regard to alternative transportation, existing bus stops and bike lanes would be retained by the project and the project would cause **no impact**. With regard to emergency access, the proposed project would include minor alterations to access at five residences; however, these alterations would not affect emergency access to these properties. Therefore, the operation of the proposed project would have **no impact** on emergency access. During construction, emergency access to homes and businesses would be maintained at all times. In addition, coordination with local emergency agencies would take place prior to construction, and passage of emergency response vehicles through the construction site would be prioritized; therefore, impacts on emergency access during construction would be **less than significant**.

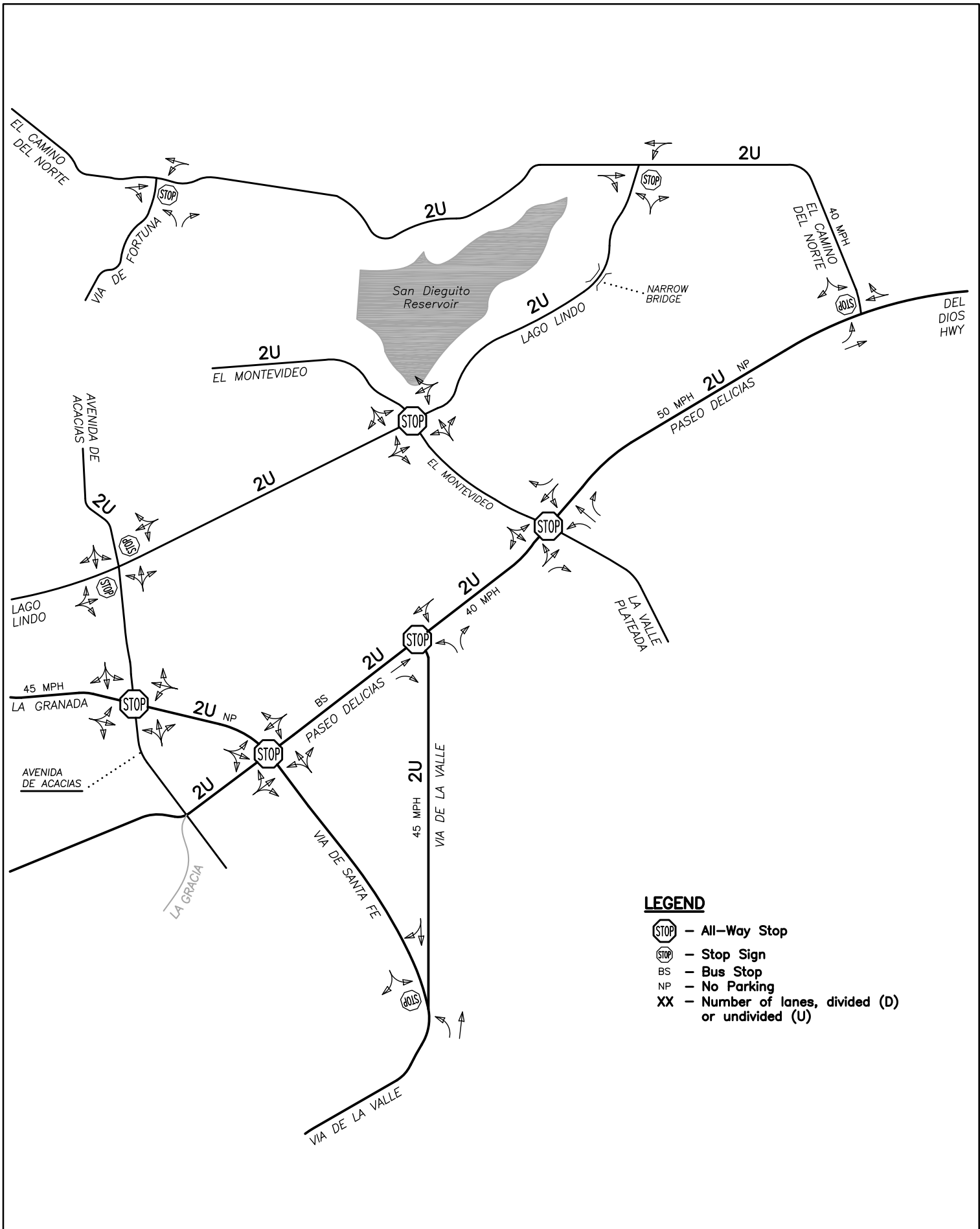
During the construction of the proposed project, temporary traffic impacts on surrounding roadways and intersections would be significant (TR-1). To minimize this impact to the extent feasible and facilitate traffic operations in the project vicinity during construction, mitigation measure M-TR-1 would be implemented. This mitigation measure would work to reduce the traffic impact during construction by requiring preparation of a detailed traffic control plan, as defined by the measure, which would facilitate movement of traffic through the project area in an organized manner. The mitigation measure ensures that traffic operations during construction would function as described in Construction Scenarios A and B, or better. However, based on analysis of the “worst-case” Construction Scenarios A and B, even with implementation of mitigation measure M-TR-1, it has been determined that the temporary construction-related traffic impacts would not be mitigated to less than significant. No feasible mitigation measures have been identified that would fully mitigate this impact. Therefore, temporary construction-related impacts would be **significant and unmitigable**.

The significant construction-related traffic impacts would be reduced if the Combined Roundabouts / Stop-Signs Alternative or Signalized Intersections Alternative is chosen, and no construction-related traffic impacts would occur if the No Project Alternative is chosen. Relative to the proposed project, the Combined Roundabouts / Stop-Signs and Signalized Intersections Alternatives would have shorter construction periods. For both of these alternatives, the El Montevideo intersection would not need to be temporarily closed during construction. The estimated construction time for the Combined Roundabouts / Stop-Signs Alternative is 10 months, and the estimated construction time for the Signalized Intersection Alternative is 7 months. These two aspects (no closure of El Montevideo and reduced construction time) would

reduce the construction-related traffic impacts associated with the Combined Roundabouts / Stop-Signs and Signalized Intersections Alternatives as compared to the proposed project. These are feasible alternatives that would reduce significant impact TR-1 and are discussed further, in comparison with the proposed project, in Chapter 4.

The proposed project's significant and unmitigable impacts on traffic would be disruptive to traffic operations on Mobility Element roadways and residential roads in the project vicinity. However, as with any construction project, this impact is temporary in nature, and the benefits of the proposed project to ultimately improve traffic operations along the Paseo Delicias corridor would outweigh the disturbance caused by the temporary traffic impact during construction. The proposed project would meet all of the project objectives (listed in Section 1.1 of this EIR) – it would improve traffic operations along the project corridor under existing and projected year 2030 traffic volumes (Objective #1); maintain Paseo Delicias/Del Dios Highway as a two-lane road (Objective #2); provide safe intersections for all roadway users (Objective #3); suit the desired rural character of the San Dieguito Community Plan area (Objective #4); be consistent with and complimentary to the existing aesthetic, community character and historic aspects of the Rancho Santa Fe community (refer to Section 3.1.1; Objective #5); and would minimize impacts on the character-defining features of the Historic Planned community of Rancho Santa Fe (refer to Section 3.1.4; Objective #6). Additionally, the proposed project would reduce overall impervious areas thereby increasing infiltration and reducing stormwater runoff (refer to Section 3.1.8). As discussed in Chapter 4.0, the Combined Roundabouts / Stop-Signs Alternative would meet five of the six project objectives, and the Signalized Intersections Alternative would only meet four of the six project objectives. Neither of these build alternatives would improve traffic operations to the same extent as the proposed project (also see Appendix D, Traffic Impact Analysis). For these reasons, the proposed project is preferred even though the construction-related traffic impacts would be significant and unmitigable.

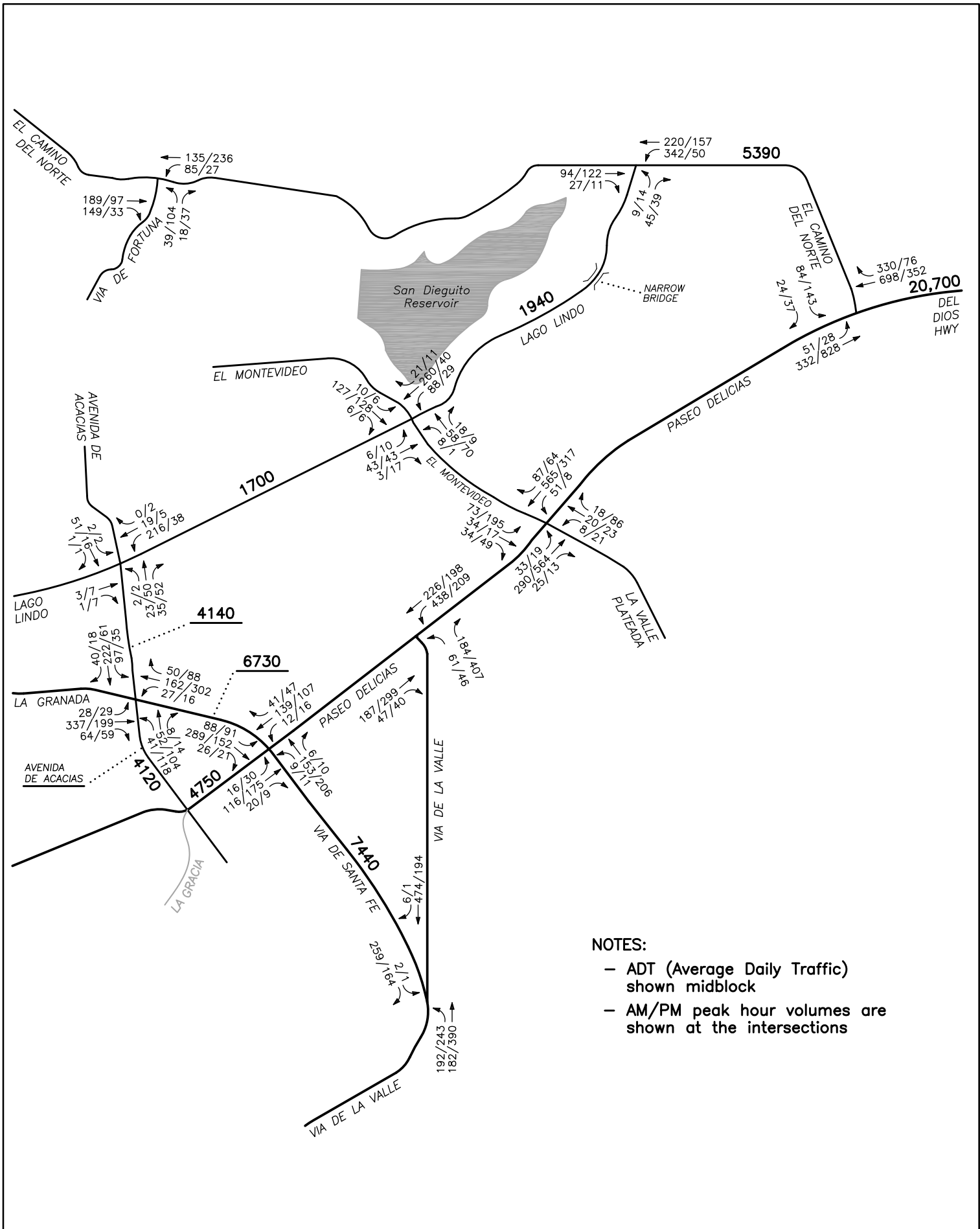
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Source: Linscott Law & Greenspan, Engineers 2012



Figure 2.2.1
Existing Traffic Configuration Overview



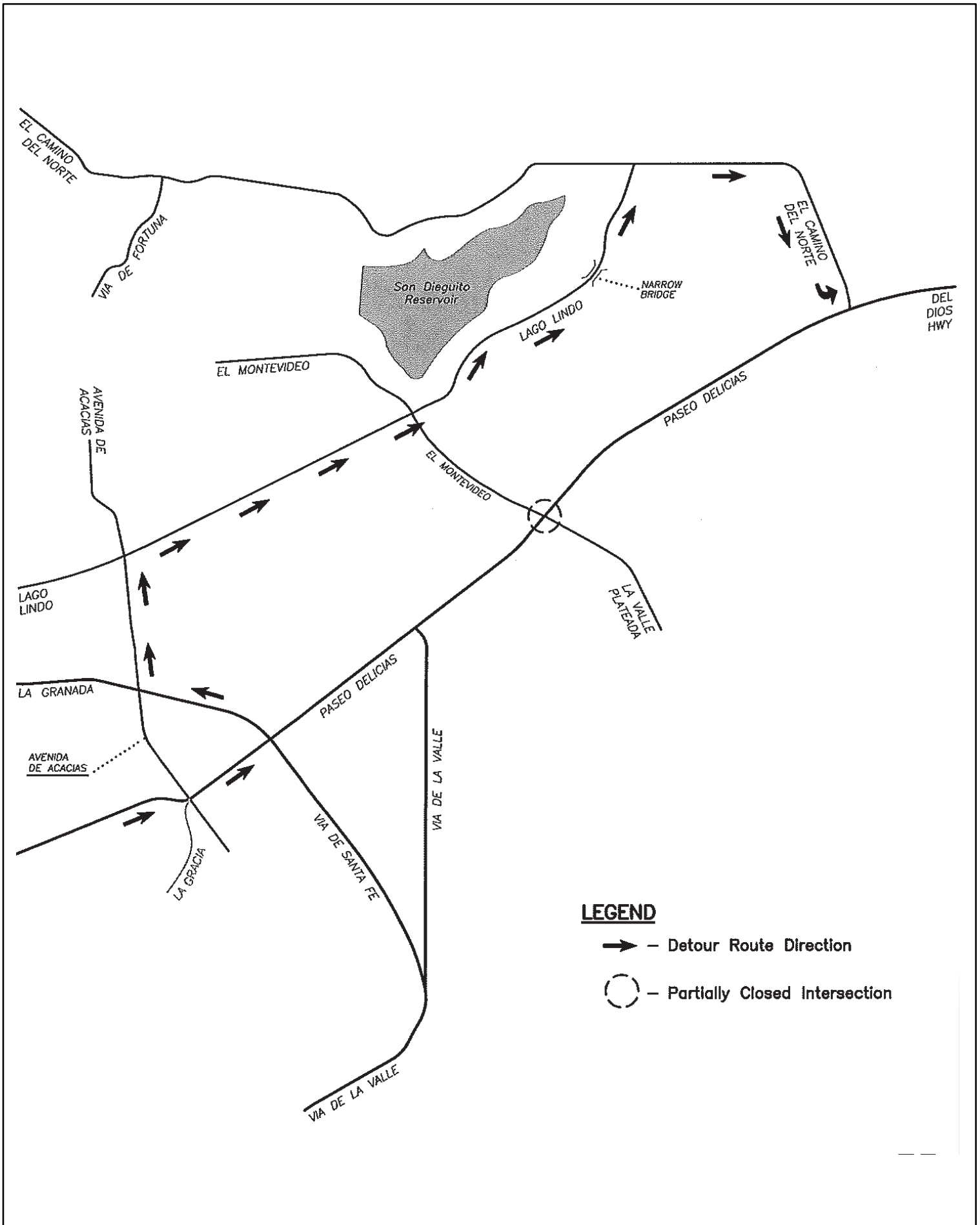
NOTES:

- ADT (Average Daily Traffic) shown midblock
- AM/PM peak hour volumes are shown at the intersections

Source: Linscott Law & Greenspan, Engineers 2012



Figure 2.2.2 Existing Traffic Volumes Overview



LEGEND

➔ - Detour Route Direction

○ - Partially Closed Intersection

Source: Linscott Law & Greenspan, Engineers 2012

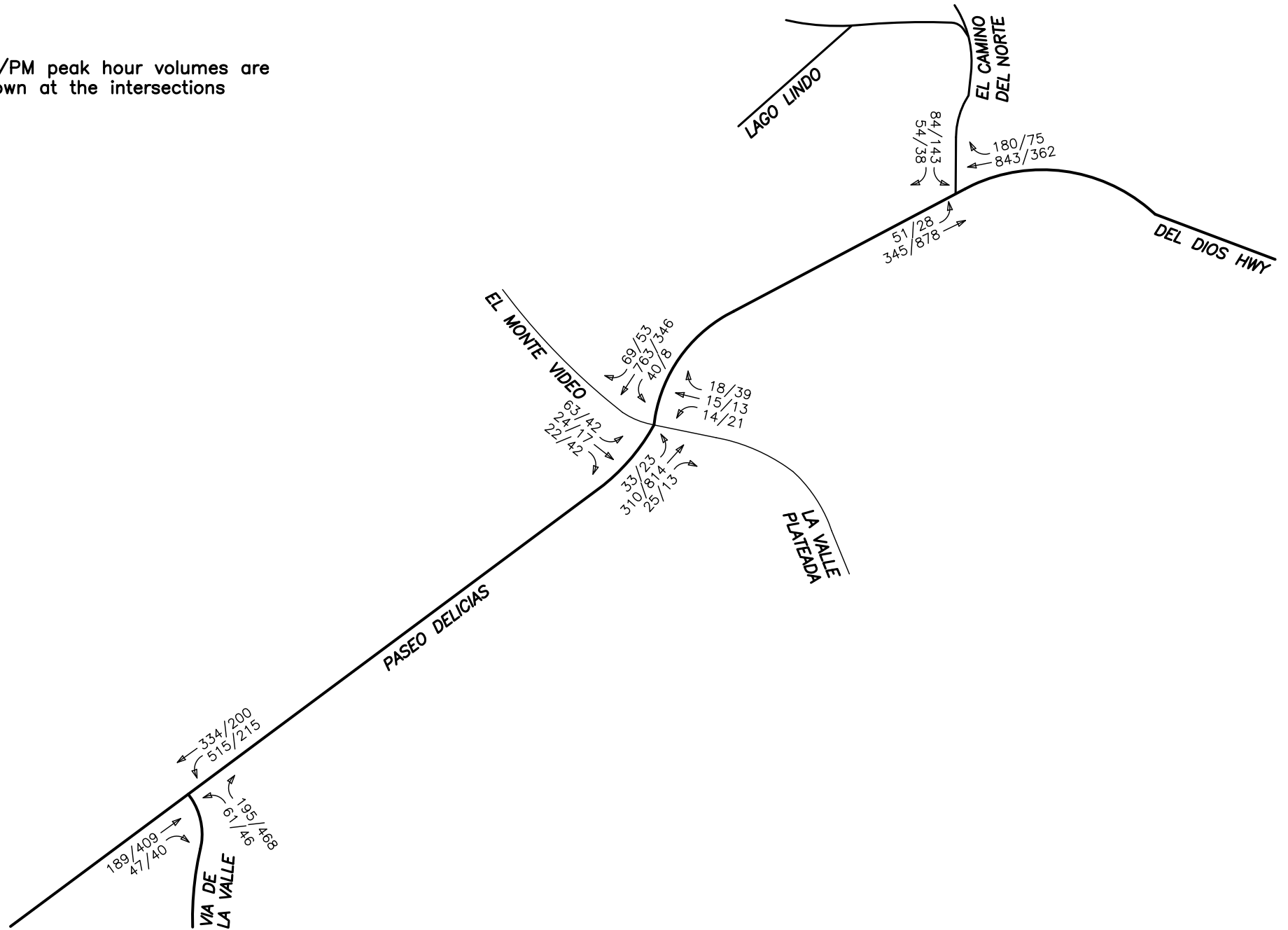


NO SCALE

**Figure 2.2.3
Construction Plan A Detour Plan**

NOTES:

- AM/PM peak hour volumes are shown at the intersections



Source: Linscott Law & Greenspan, Engineers 2012

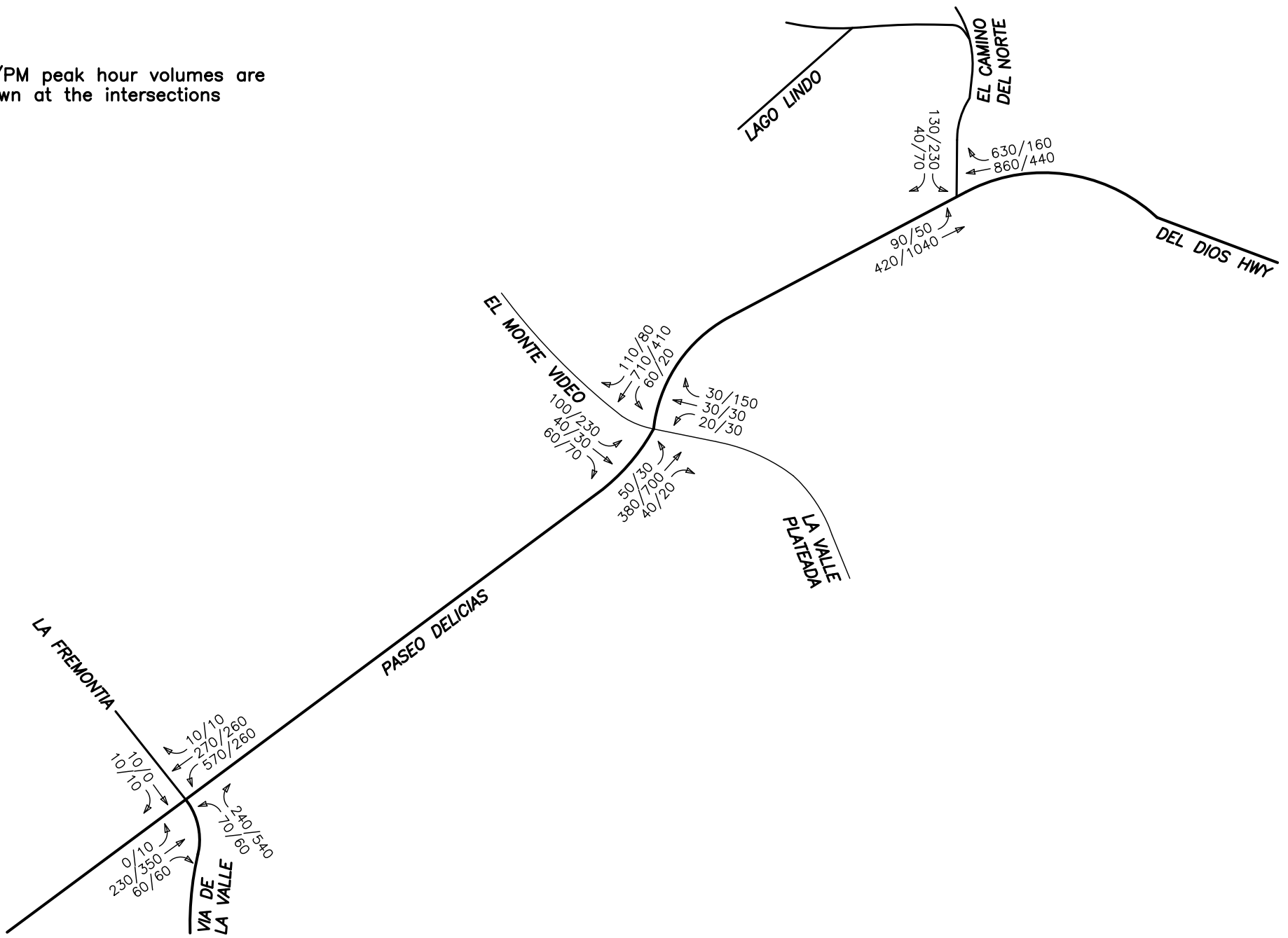


NO SCALE

Figure 2.2.4
Existing Traffic Volumes with Roundabouts

NOTES:

- AM/PM peak hour volumes are shown at the intersections



Source: Linscott Law & Greenspan, Engineers 2012

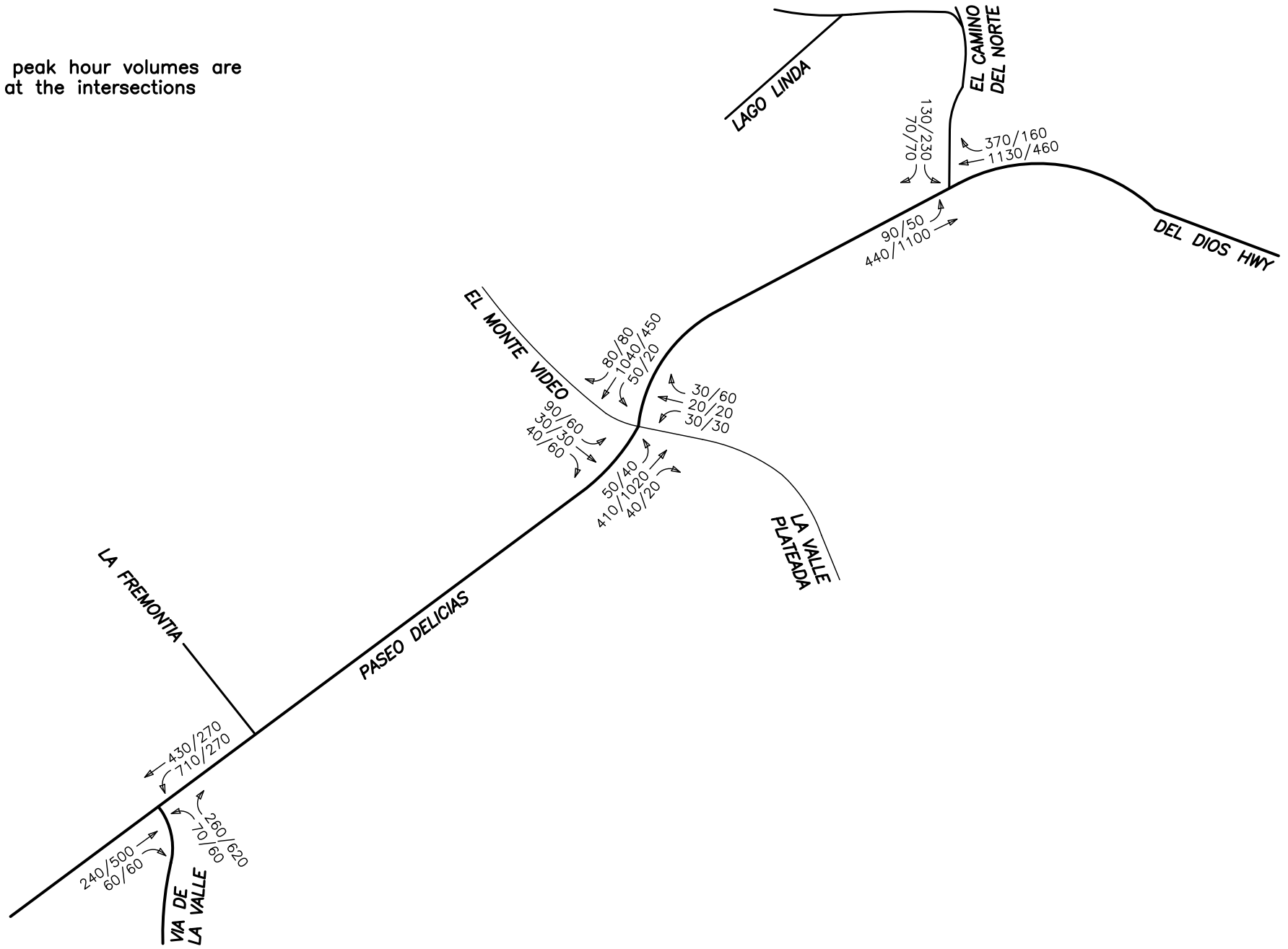


NO SCALE

Figure 2.2.7
2030 Traffic Volumes with Existing Intersection Controls

NOTES:

- AM/PM peak hour volumes are shown at the intersections



Source: Linscott Law & Greenspan, Engineers 2012



NO SCALE

Figure 2.2.8
2030 Traffic Volumes with Roundabouts

**Table 2.2.1
EXISTING INTERSECTION OPERATIONS
Operational & Construction Study Areas**

Intersection	Control Type	Peak Hour	Existing															
			Delay ¹	LOS ²														
<i>Proposed Roundabout Locations (Operational & Construction Analysis Study Areas)</i>																		
Del Dios Hwy/El Camino del Norte	TWSC (SB)	AM	68.6	F														
		PM	>100	F														
Paseo Delicias/El Montevideo/La Valle Plateada	AWSC	AM	43.6	E														
		PM	63.9	F														
Paseo Delicias/Via de la Valle	AWSC	AM	18.6	C														
		PM	17.9	C														
<i>Additional Intersections for Construction Analysis Study Area</i>																		
Via De Fortuna / El Camino Del Norte	TWSC	AM	13.0	B														
		PM	11.9	B														
El Camino Del Norte / Lago Lindo	TWSC	AM	12.4	B														
		PM	9.9	A														
Lago Lindo / Avenida De Acacias	TWSC	AM	11.0	B														
		PM	9.5	A														
Lago Lindo / El Montevideo	AWSC	AM	11.1	B														
		PM	8.1	A														
Avenida De Acacias / La Granada	AWSC	AM	20.7	C														
		PM	15.8	C														
Paseo Delicias / La Granada	AWSC	AM	13.9	B														
		PM	11.9	B														
Via De La Valle / Via De Santa Fe	TWSC	AM	18.4	C														
		PM	10.7	B														
¹ Average delay expressed in seconds per vehicle ² Level of Service TWSC – Two-Way Stop Controlled intersection AWSC – All-Way Stop Controlled intersection SB – Southbound			UNSIGNALIZED <hr/> DELAY/LOS THRESHOLDS <table border="0"> <tr> <td>Delay</td> <td>LOS</td> </tr> <tr> <td>0.0 < 10.0</td> <td>A</td> </tr> <tr> <td>10.1 to 15.0</td> <td>B</td> </tr> <tr> <td>15.1 to 25.0</td> <td>C</td> </tr> <tr> <td>25.1 to 35.0</td> <td>D</td> </tr> <tr> <td>35.1 to 50.0</td> <td>E</td> </tr> <tr> <td>> 50.1</td> <td>F</td> </tr> </table>		Delay	LOS	0.0 < 10.0	A	10.1 to 15.0	B	15.1 to 25.0	C	25.1 to 35.0	D	35.1 to 50.0	E	> 50.1	F
Delay	LOS																	
0.0 < 10.0	A																	
10.1 to 15.0	B																	
15.1 to 25.0	C																	
25.1 to 35.0	D																	
35.1 to 50.0	E																	
> 50.1	F																	

Table 2.2.2
EXISTING SEGMENT OPERATIONS
Construction Study Area

Segment	Roadway Class ¹	LOS E Capacity ²	Existing ³	
			Volume	LOS/DC ⁴
El Camino del Norte				
Paseo Delicias/ Del Dios Highway to Lago Lindo	Light Collector	16,200	5,390	C
Lago Lindo				
Avenida de Acacias to El Montevideo ⁴	Unclassified	4,500	1,700	Under Capacity ⁴
El Montevideo to El Camino del Norte ⁴	Unclassified	4,500	1,940	Under Capacity ⁴
Avenida de Acacias				
Lago Lindo to La Granada ⁴	Unclassified	4,500	4,140	Under Capacity ⁴
La Granada to Paseo Delicias ⁴	Unclassified	4,500	4,120	Under Capacity ⁴
Paseo Delicias/Del Dios Highway				
Avenida de Acacias to La Granada	Light Collector	16,200	4,750	C
East of El Camino Del Norte	Light Collector	16,200	20,700	F
Via de Santa Fe				
Via de la Valle to Paseo Delicias/ Del Dios Highway ⁴	Unclassified	16,200	7,440	Under Capacity ⁴
La Granada				
Avenida de Acacias to Paseo Delicias	Light Collector	9,700	6,730	B
¹ Roadway Classification based on the County of San Diego's Roadway Classification Table ² Capacities based on the County of San Diego's Roadway Classification Table ³ Counts commissioned by LLG Engineers in March 2010 ⁴ Per the County of San Diego's Roadway Classification table, LOS does not apply to non-Mobility Element residential streets. Rather, roadway design capacity (DC; maximum traffic capacity) is used. "Over Capacity" means the traffic volume is greater than DC; "Under Capacity" means the traffic volume is less than the DC.				

Table 2.2.3
OPERATIONAL ANALYSIS
Intersection Operations with Existing Traffic
Current Configuration & Proposed Roundabouts

Intersection	Peak Hour	Existing with Current Configuration		Existing with Roundabouts	
		Delay ¹	LOS ²	Delay ¹	LOS ²
Del Dios Hwy/El Camino del Norte	AM	68.6	F	7.3	A
	PM	>100	F	7.8	A
Paseo Delicias/El Montevideo/ La Valle Plateada	AM	43.6	E	7.3	A
	PM	63.9	F	6.9	A
Paseo Delicias/Via de la Valle	AM	18.6	C	9.5	A
	PM	17.9	C	9.0	A

¹ Average delay expressed in seconds per vehicle ² Level of Service	UN SIGNALIZED	
	DELAY/LOS THRESHOLDS	
	Delay	LOS
	0.0 < 10.0	A
	10.1 to 15.0	B
	15.1 to 25.0	C
	25.1 to 35.0	D
	35.1 to 50.0	E
	> 50.1	F

**Table 2.2.4
CONSTRUCTION ANALYSIS
Worst Case Intersection Operations with Existing Traffic**

Intersection	Peak Hour	Existing		Construction Plan A (Eastbound Lane Closure)			Construction Plan B (Flagging Operation)		
		Delay ¹	LOS ²	Delay ¹	LOS ²	Δ ³	Delay ¹	LOS ²	Δ ³
Via de Fortuna/ El Camino del Norte	AM	13.0	B	12.5	B		13.3	B	
	PM	11.9	B	11.6	B		13.5	B	
El Camino del Norte/ Lago Lindo	AM	12.4	B	18.0	C		12.6	B	
	PM	9.9	A	>100.0	F	967	14.9	B	
Lago Lindo/ El Montevideo	AM	11.1	B	14.3	B		10.4	B	
	PM	8.1	A	>100.0	F	131	10.8	B	
Lago Lindo/ Avenida de Acacias	AM	11.0	B	15.4	C		12.1	B	
	PM	9.5	A	14.8	B		13.8	B	
Avenida de Acacias/ La Granada	AM	20.7	C	65.5	F	353	28.2	D	
	PM	15.8	C	>100.0	F	725	71.4	F	144
Paseo Delicias/ La Granada	AM	13.9	B	16.2	C		14.2	B	
	PM	11.9	B	41.4	E	259	13.3	B	
Via De La Valle/ Via de Santa Fe	AM	18.4	C	18.5	C		17.9	C	
	PM	10.7	B	10.8	B		10.5	B	

<p>¹ Average delay expressed in seconds per vehicle.</p> <p>² Level of Service</p> <p>³ Δ denoted Project Traffic added to the Critical Movement for unsignalized intersections operating at LOS E or F only.</p> <p>Paseo Delicias/El Camino del Norte intersection was not analyzed because it is part of the proposed roundabout location and therefore will be controlled by flaggers and construction traffic control.</p>	<table border="0"> <tr> <th colspan="2">UNSIGNALIZED</th> </tr> <tr> <th colspan="2">DELAY/LOS THRESHOLDS</th> </tr> <tr> <td>Delay</td> <td>LOS</td> </tr> <tr> <td>0.0 < 10.0</td> <td>A</td> </tr> <tr> <td>10.1 to 15.0</td> <td>B</td> </tr> <tr> <td>15.1 to 25.0</td> <td>C</td> </tr> <tr> <td>25.1 to 35.0</td> <td>D</td> </tr> <tr> <td>35.1 to 50.0</td> <td>E</td> </tr> <tr> <td>> 50.1</td> <td>F</td> </tr> </table>	UNSIGNALIZED		DELAY/LOS THRESHOLDS		Delay	LOS	0.0 < 10.0	A	10.1 to 15.0	B	15.1 to 25.0	C	25.1 to 35.0	D	35.1 to 50.0	E	> 50.1	F
UNSIGNALIZED																			
DELAY/LOS THRESHOLDS																			
Delay	LOS																		
0.0 < 10.0	A																		
10.1 to 15.0	B																		
15.1 to 25.0	C																		
25.1 to 35.0	D																		
35.1 to 50.0	E																		
> 50.1	F																		

**Table 2.2.5
CONSTRUCTION ANALYSIS
Worst Case Segment Operations with Existing Traffic**

Segment	Existing ¹		Construction Plan A (Eastbound Lane Closure – Detour Route) ²		Δ ³	Significant Direct Impact?	Construction Plan B (Flagging Operation) ⁴		Δ ³	Significant Direct Impact?
	ADT	LOS/DC ⁵	ADT	LOS/DC ⁵			ADT	LOS/DC ⁵		
El Camino Del Norte										
Paseo Delicias/Del Dios Highway to Lago Lindo	5,390	C	15,740	E	10,350	Yes	6,940	C	1,550	No
Lago Lindo										
El Camino del Norte to El Montevideo	1,940	Under Capacity ⁵	8,668	Over Capacity ⁵	6,728	Yes	2,950	Under Capacity ⁵	1,010	No
El Montevideo to Avenida de Acacias	1,700	Under Capacity ⁵	9,163	Over Capacity ⁵	7,463	Yes	2,820	Under Capacity ⁵	1,120	No
Avenida de Acacias										
Lago Lindo to La Granada	4,140	Under Capacity ⁵	11,085	Over Capacity ⁵	6,945	Yes	5,180	Over Capacity ⁵	1,040	Yes
La Granada to Paseo Delicias	4,120	Under Capacity ⁵	4,350	Under Capacity ⁵	230	No	4,150	Under Capacity ⁵	30	No
Paseo Delicias/ Del Dios Highway										
Avenida de Acacias to La Granada	4,750	C	3,250	B	(1,500)		4,520	C	(230)	
East of El Camino del Norte	20,700	F	20,700	F	-	No	20,700	F	-	No
Via de Santa Fe										
Via de la Valle to Paseo Delicias/Del Dios Highway	7,440	Under Capacity ⁵	9,925	Under Capacity ⁵	2,485	No	7,810	Under Capacity ⁵	370	No
La Granada										
Avenida de Acacias to Paseo Delicias	6,730	B	11,410	F	4,680	Yes	7,970	D	1,240	No

¹ Counts commissioned by LLG Engineers in March 2010.
² Rerouted ADT due to Eastbound Lane Closure of the intersection of El Monte Video/ Paseo Delicias.
³ “Δ” denotes Project Traffic added to the Segments.
⁴ Rerouted ADT due to the Flagging Operation of Paseo Delicias and El Montevideo being open.
⁵ For non-Mobility Element road segments, roadway design capacity (DC; maximum amount of traffic obtainable on a given roadway) is used for analysis. “Over Capacity” means that the traffic volume is greater than the DC for this residential road segment; “Under Capacity” means that the traffic volume is less than the DC for the segment. Refer to table 2.2.2 for the design capacity volumes for each of the subject road segments.

Table 2.2.6
YEAR 2030 INTERSECTION OPERATIONS
Current Configuration & Proposed Roundabouts

Intersection	Peak Hour	Year 2030 with Current Configuration		Year 2030 with Roundabouts															
		Delay ¹	LOS ²	Delay ¹	LOS ²														
Del Dios Highway/ El Camino del Norte	AM	>100	F	21.7	C														
	PM	>100	F	51.1	D														
Paseo Delicias/ El Montevideo/La Valle Plateada	AM	>100	F	11.8	B														
	PM	>100	F	8.9	A														
Paseo Delicias/ Via De La Valle	AM	>100	F	10.7	B														
	PM	90.5	F	12.2	B														
¹ Average delay expressed in seconds per vehicle ² Level of Service		<p align="center">UN SIGNALIZED</p> <hr/> <p align="center">DELAY/LOS THRESHOLDS</p> <table border="0"> <tr> <td align="center">Delay</td> <td align="center">LOS</td> </tr> <tr> <td align="center">0.0 < 10.0</td> <td align="center">A</td> </tr> <tr> <td align="center">10.1 to 15.0</td> <td align="center">B</td> </tr> <tr> <td align="center">15.1 to 25.0</td> <td align="center">C</td> </tr> <tr> <td align="center">25.1 to 35.0</td> <td align="center">D</td> </tr> <tr> <td align="center">35.1 to 50.0</td> <td align="center">E</td> </tr> <tr> <td align="center">> 50.1</td> <td align="center">F</td> </tr> </table>				Delay	LOS	0.0 < 10.0	A	10.1 to 15.0	B	15.1 to 25.0	C	25.1 to 35.0	D	35.1 to 50.0	E	> 50.1	F
Delay	LOS																		
0.0 < 10.0	A																		
10.1 to 15.0	B																		
15.1 to 25.0	C																		
25.1 to 35.0	D																		
35.1 to 50.0	E																		
> 50.1	F																		

CHAPTER 3.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

3.1 Effects Found Not to Be Significant as Part of the EIR Process

Effects that were determined not to be significant during the EIR process include the following: Aesthetics and Visual Quality, Agriculture and Forestry Resources, Air Quality, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.

3.1.1 Aesthetics and Visual Quality

This section includes a discussion of potential impacts on visual resources and the visual character of the community as a result of project implementation. The information and analysis in this section is based on the Visual Impact Assessment prepared by AECOM, Inc., dated November 2011 (Appendix E1). Additional references used in preparation of this analysis include the Alternative Illumination Study prepared by David Evans and Associates, Inc., dated December 2010 (Appendix E2), and the Alternative Illumination Technical Review Memorandum, prepared by AECOM, dated September 13, 2011 (Appendix E3).

3.1.1.1 *Existing Conditions*

Visual Character

The proposed project is located in the Rancho Santa Fe area of the San Dieguito Community, which is primarily composed of large one- and two-story custom single-family residences on large lots with extensive landscaping. The community was originally built uniformly in the Spanish Revival style; however, more recent development has resulted in varied architectural styles, shapes, and construction materials. Agricultural groves and horse keeping are common in the community, and their presence contributes to the rural setting of the area. In addition to the residential properties, the community surrounding the project site is characterized by vegetated vacant land, minor agricultural land use, and minor commercial land use within the San Dieguito Community Plan area.

The project site encompasses three intersections and their approaching street segments along Paseo Delicias and Del Dios Highway between Via de la Valle and El Camino del Norte. Within the project area, Paseo Delicias and Del Dios Highway, like most roads in the community, are two-lane roads without curbs or sidewalks. Dirt walkways and equestrian trails occur in a few areas along these roads, but are not continuous, and trees or other landscaping frequently extend to the edge of the roadway.

Project Viewshed

The geographic limit for the visual assessment is the viewshed boundary, which is defined as the surrounding geographic area from which the project is likely to be seen, based on existing topography, land use patterns, and landscaping. The viewshed for the project was determined in the field and through analysis of aerial and topographic maps.

The project area consists of a transportation corridor through a rural residential area. At each of the three intersections, the viewshed is limited to the vegetation/landscaping, topography, and structures on either side of Paseo Delicias and Del Dios Highway. The proposed project may also be visible from residences on surrounding hillsides that have unobstructed views. As

previously discussed, existing development within the project viewshed and in the vicinity of the proposed roundabout locations primarily consists of large single-family residences. Landscaping varies from property to property, but typically there are clusters of ornamental or native trees near many of the homes and along the roads and surrounding hillsides.

Open space areas are located throughout Rancho Santa Fe and adjacent to the proposed project. The surrounding hillsides and topography create a dramatic scenic backdrop to the Rancho Santa Fe area. The hills, which contain native vegetation, ornamental landscaping, and agricultural groves, and which are punctuated with single-family homes, create a varied and visually interesting horizon.

Viewer Response

Viewer response consists of two elements: (1) viewer sensitivity and (2) viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a project. Viewer sensitivity is defined by the viewers' concern for scenic quality and how the viewers respond to change in the visual resources that make up the view. Local values and goals may give visual significance to landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Persons who frequent a certain area may be sensitive to projects that fall short of local visual goals. Viewer exposure is typically assessed based on the number of viewers exposed to the resource change, the type of viewer activity, the duration of their view, the speed at which the viewer moves, and the position of the viewer. High viewer exposure may increase the potential significance of a change in the visual environment.

Sensitive viewer groups for this project include motorists, community residents, commercial area employees and customers, and equestrian and pedestrian users.

Motorists

Motorists on Paseo Delicias, Del Dios Highway, El Camino del Norte, El Montevideo, La Valle Plateada, Via de la Valle, and La Fremontia would typically have a high awareness of the proposed project and foreground views, but are considered to have a moderate sensitivity to change due to typically short-duration foreground views of the proposed project.

In addition, there are bus stops located along the corridor. Individuals waiting at these nearby bus stops would have a foreground view of the roundabouts and have a high awareness of the proposed project due to their longer duration of exposure.

Community Residents

Residents with homes immediately adjacent to the project site have direct foreground views of the project site but are few in number. A small number of the surrounding residents have midrange views; however, these views are limited depending on their location, distance from the proposed project site, and obstructions in their views.

Commercial Area Employees and Customers

Small businesses are located west of the Via de la Valle/La Fremontia intersection in the Rancho Santa Fe Village. Although this area has the potential to attract viewers each day, there is a short-duration midrange view of the proposed project from this area because of the topography. Employees and visitors to the business premises in the vicinity of the proposed project would likewise experience views of the road, both while under construction and during operations, and would likely have a low awareness of the proposed project.

Equestrian, Pedestrian, and Bicycle Users

Local residents who use the equestrian trails would typically have a high awareness of the proposed project, although equestrians on the trails adjacent to the project site would have short-duration foreground views of the proposed project as they pass by the intersections. Pedestrians and bicyclists would have similar awareness of the project.

Regulatory Setting

General Plan – Conservation and Open Space Element

The Conservation and Open Space Element of the San Diego County General Plan contains goals and policies for the conservation of visual resources. This element also contains a list of routes along the County Scenic Highway System, which includes Via de la Valle, Paseo Delicias, and Del Dios Highway from the San Diego city limits east to Via Rancho Parkway. The following are applicable goals and policies from the County's Conservation and Open Space Element that pertain to aesthetics and visual quality:

Policy COS-11.1:

Require the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.

Goal COS-13:

Preserved dark skies that contribute to rural character and are necessary for the local observatories.

Policy COS-13.1:

Restrict outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.

Policy COS-13.3:

Coordinate with adjacent federal and State agencies, local jurisdictions, and tribal governments to retain the quality of night skies by minimizing light pollution.

San Dieguito Community Plan (part of the General Plan)

The San Dieguito Community Plan contains the following goals and policies relative to aesthetics and visual quality:

Dark Sky – Goal:

Restrict the use of exterior lighting throughout the San Dieguito CPA.

Dark Sky Policy 1:

In general, outdoor lighting must be directed downward and screened so as not to be visible from any adjoining property or street.

Dark Sky Policy 2:

Street lighting shall not be made a condition of subdivision approval unless absolutely necessary for traffic safety at road intersections. If lighting is required under these circumstances, lights must be low level, timed, directed downward, and screened to minimize the impact of the lights on the dark sky.

Dark Sky Policy 3:

If street lighting is required at intersections; utilize alternative types of lighting to minimize spillover onto adjacent properties.

Dark Sky Policy 4:

Commercial uses shall restrict hours of nighttime operation and shall utilize a subdued lighting system.

Dark Sky Policy 5:

Prohibit lighting of exterior sports facilities, both public and private.

The Covenant of Rancho Santa Fe – Policy 1:

Preserve the unique visual character and landscape features of the Covenant area.

Circulation – Goal:

Implement a transportation system that is balanced and designed to accommodate a diversity of modes. Automobile, bicycle, equestrian, pedestrian, and mass transit networks should be included within the total system. It shall be constructed to include the convenient movement of people, goods, and services within the plan area, while minimizing any impacts that would detract from the natural beauty of the area and the quality of life of its citizens.

Circulation - Policy 1:

Road design shall reflect the unique needs of the planning area. Turn radii shall be such that equestrian rigs can safely be accommodated. Also, conflicting traffic, movements, such as uncontrolled access and frequent stops should be minimized.

Circulation - Policy 2:

Road alignment shall minimize the necessity of altering the landscape by following the contours of the existing, natural topography thus enhancing scenic areas.

Circulation - Policy 3:

Encourage roadside and median landscaping.

Circulation - Policy 4:

Safely separate pedestrian, bicycle, and vehicular traffic when these modes share right-of-ways.

Circulation - Policy 7:

Significant natural vegetation should be transplanted from the area of road construction rather than destroyed.

Circulation - Policy 12:

Retain the narrow semi-rural character of the San Dieguito roads and retain Del Dios Highway and Paseo Delicias as two-lane roads.

Circulation - Policy 13:

Urban-type street improvements such as gutters, curbs, and sidewalks, and extensive street lighting should not be installed because they would detract from the existing, highly desired semi-rural appearance of San Dieguito.

Scenic Highways – Goal:

Create a network of scenic corridors within which scenic, historical, and recreational resources are protected and enhanced.

3.1.1.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The following significance thresholds for aesthetics and visual quality impacts are based on Appendix G of the State CEQA Guidelines. A significant impact on aesthetics and visual quality would occur if the project would:

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

Scenic Vistas

Guidelines for the Determination of Significance

A significant impact on aesthetics and visual quality would occur if the project would:

- Have a substantial adverse effect on a scenic vista.

Analysis

Overall, the construction of the three proposed roundabouts would involve changes to the existing intersection configuration with design elements that would be compatible with the character and scale of the area. The surrounding hillsides and topography within the vicinity of the proposed project create a dramatic scenic backdrop to the Rancho Santa Fe area and could be considered to be a scenic vista. The hills surrounding the project area consist of native vegetation and single-family homes, which creates a varied and visually interesting horizon. The original plan for the community of Rancho Santa Fe specifically provided for narrow, meandering roads, and most of the areas surrounding Rancho Santa Fe have developed in much the same manner to preserve the scenic qualities of the area.

From the Via de la Valle/La Fremontia intersection, views to the west become available toward Rancho Santa Fe Village; however, no scenic vistas or background views are possible from this location. Likewise, views from the El Montevideo/La Valle Plateada intersection do not contain scenic vistas or distant background views as the view corridors are confined to the limits of vegetation cleared from the right-of-way to maintain operational safety. Finally, construction and operation of the proposed project at the El Camino del Norte intersection would involve new roadway geometry and modifications to the existing intersection; however, the roadway profile would remain largely consistent with existing conditions, preserving views along the corridor. As such, impacts related to adverse effects on a scenic vista would be ***less than significant***.

Degrade Visual Character

Guidelines for the Determination of Significance

A significant impact on aesthetics and visual quality would occur if the project would:

- Substantially degrade the existing visual character or quality of the site and its surroundings.

Analysis

The construction phase is anticipated to last for approximately 18 months. During this phase, specific construction activities would vary day-to-day, but would include earthwork activities and exposure of bare soil, the presence of construction equipment and vehicles, and the temporary stockpiling of road materials awaiting use.

Once operational, the roundabouts would introduce new visual elements to the project intersections, including the following: crosswalks delineated with pavement markings and in-pavement lights controlled by push-buttons, pole-mounted pedestrian-scale light fixtures, concrete curbs with façade-mounted reflectors around the roundabouts and splitter islands, and decomposed granite walkways separated from the roadway by an asphalt dike. The El Camino del Norte intersection would also include two retaining walls for structural integrity, which would be below the roadway grade. These features are essential to the function of the roundabouts and for the safety of roundabout users. In addition, the roundabouts have been designed to avoid degradation of the existing visual character. The project would include landscape enhancements consistent with the existing semi-rural character of the area to restore all areas temporarily altered during construction; the design of the landscape enhancements would maintain visual continuity throughout the project area. To remain consistent with the existing visual character, eucalyptus trees are proposed, along with informally massed shrubs and native grasses to blend the proposed improvements into the existing landscape (for additional explanation on the landscaping see Section 1.2.2.3). Also, the proposed light fixtures would be finished in a dark, flat color, and would be non-ornate and discrete to add minimal ornamentation so that they would visually recede into the surroundings. Figures 3.1.1 through 3.1.6 depict the proposed conceptual landscape plans and visual simulations for each of the proposed roundabout intersections.

Construction and operation of the proposed roundabouts would be noticeable to motorists, bus riders, and other travelers in the foreground from certain vantage points within, alongside, and near the roadway. Motorists, bus riders, and others who travel through the intersections would have moderate sensitivity to the project's resultant visual change because they would only experience foreground views of a minute or less during construction and operation of the proposed roundabouts while travelling at the posted roadway speeds.

There are partially obstructed views of the proposed roundabouts from some single-family homes at each intersection, as well as from the distant foothills and mountains northwest of the project site. For the nearer viewers, the sensitivity to this change in the visual character would introduce a moderate change to the moderately high existing visual quality with moderate viewer response because the roundabouts would constitute only a part of the view that already includes the existing roadways and vehicular traffic. For the farther viewers, the sensitivity to the change would also be moderate because their views would encompass an expansive area, of which the project site would constitute only a small part. The two retaining walls at the El Camino del Norte intersection would be largely screened from distant views by intervening topography, dense vegetation, and the existing development pattern of the surrounding semi-rural area. Partial views may occur from the distant foothills and mountains, located west of the project site; however, the relative difference in scale of the project area as it relates to the

entirety of the viewshed should be considered synonymous with viewing the project from a background distance.

Overall, construction-related effects on the visual character of the area would be temporary and moderate. Passing motorists, bus riders, and other travelers would not linger in the area but would be traveling at the posted speed limit and viewers from nearby residences would only have partial views of the construction at any point. Therefore, the viewer's sensitivity to this change in visual character and quality would be **less than significant**. Completion and operation of the roundabout improvements would result in a minor change to existing visual elements, and the changes would be consistent with the existing visual character of the area. Therefore, visual impacts from implementation and operation of the proposed roundabouts related to effects on a scenic vista or the degradation of visual character would be **less than significant**.

Scenic Resources

Guideline for the Determination of Significance

A significant impact on aesthetics and visual quality would occur if the project would:

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

Analysis

There are no officially designated California Scenic Highways or roads on the list of eligible highways within the project area. However, per the Conservation and Open Space Element of the San Diego County General Plan, Via De La Valle, Paseo Delicias, and Del Dios Highway are designated as County Scenic Highways. This designation is given to corridors along vehicular rights-of-way within the County that possess a considerable natural or otherwise scenic landscape.

The project would not require the removal of existing rock outcroppings, historic buildings, or other substantial scenic resources. Removal of and damage to mature trees within the project site would be avoided to the extent feasible through project design features. Some trees may be removed to accommodate the roundabouts, but the conceptual landscape plans incorporate replacement tree plantings to maintain the visual character of vegetation in the area, as shown in Table 3.1.1, below. The project would include landscape enhancements consistent with the existing character of the area to restore all areas temporarily impacted during construction. Therefore, there would be **no impact** on scenic resources within a state scenic highway.

Lighting and Glare

Guideline for the Determination of Significance

A significant impact on aesthetics and visual quality would occur if the project would:

- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Analysis

Impacts resulting from new sources of light and/or glare would not be significant. Proposed lighting elements, as discussed in the Alternative Illumination Study (Appendix E2), and expanded upon in the Technical Review Memorandum (Appendix E3) would be limited to

pedestrian-scale lighting fixtures, push-button controlled flashing lights, opti-curb reflectors (a curb-mounted optical reflector), and low-level light fixtures to improve intersection recognition. Pedestrian-scale (maximum of 15-foot-tall) lighting fixtures would be installed at each of the roundabouts to provide the minimum illumination needed for safety of vehicular and pedestrian use of the roundabouts, and equestrian and pedestrian height push-button controls would activate flashing beacons and lights embedded in the pavement at the crosswalks. Also, the equestrian height push-button control would activate flashing signs that would be installed between 400 and 500 feet in ahead of each crossing to provide motorists advance warning that equestrians are in the intersection ahead. One purpose of the proposed central island landscaping features is to provide advance recognition of the roundabout for approaching motorists, for this reason, nighttime lighting would be used to increase the visibility of these features. This lighting would consist of low-wattage down-lighting or low-wattage recessed up-lighting to provide illumination of the landscape features and plantings. All lighting would be appropriately shielded and/or directed to avoid light spillage onto adjacent properties.

While the lighting fixtures at the roundabouts would constitute new light sources in a community where dark sky conditions are highly valued, the light and glare impact on residents in the project area would be reduced by the existing setbacks of residences, and existing and proposed landscaping at each intersection, and by appropriately directing and shielding the proposed lights. Also, to provide a naturally appearing light, the illumination color-temperature would be between 4,000 and 4,200 degrees Kelvin (similar to the color of moonlight). Regarding the opti-curb reflectors, this lighting element is considered passive and would likely only be seen by motorists, and would not be visible from surrounding viewpoints or residential properties. Furthermore, as shown on Figures 3.1.1, 3.1.3, and 3.1.5, existing vegetation and planned new trees and dense shrub masses would limit light spillage onto adjacent residential properties. Based on the estimated minimal levels of light that would be visible from or on adjacent properties, the proposed roundabout lighting fixtures would not result in substantial levels of light or glare and would not affect nighttime views in the area. As such, impacts would be **less than significant**.

The flashing warning signs and lights would be manually activated by an equestrian or pedestrian wanting to cross. Because of the area's low residential density, rural character, the lack of public areas that might attract pedestrians, and the unlikely occurrence of equestrian use after dark, these warning lights would most frequently be activated during daylight hours. In addition, because the road is relatively level and at the same approximate elevation as the adjacent residences and, as discussed in Section 2.2, because the project would not generate additional traffic trips, the headlights from vehicles traveling along this corridor would not create any new light or glare issues in comparison to the existing condition¹. Therefore, the potential for substantial light and glare impacts would be **less than significant**.

3.1.1.3 Cumulative Impact Analysis

The development in the project area can generally be described as large lot estate single-family residential development. Projects in the vicinity of the proposed roundabout improvements that were considered for the cumulative analysis of aesthetics and visual quality impacts are mapped on Figure 1.10 and listed in Table 1.2. Several of the projects included in the cumulative project analysis involve subdivisions with associated residential development; however, none of the residential projects identified inconsistencies or impacts associated with visual resources as they were determined to be generally consistent with the existing visual

¹ The proposed additional landscaping on the splitter and central islands would reduce impacts from headlight glare (through diffusion and shielding) as compared to the existing condition.

character of the area. Other projects from the cumulative list include the Village Community Presbyterian Church (cumulative project #1), which recently constructed a new fellowship hall and classroom at an existing facility, the Rancho Santa Fe Senior Community Center in the Rancho Santa Fe Village area (cumulative project #5), an expanded cellular telephone project at a fire station (cumulative project #9), a golf course and commercial equestrian facility (cumulative project #3), and a mixed-use commercial and residential development (cumulative project #12). None of the cumulative projects identified aesthetics and visual quality as a significant environmental issue. With implementation of the proposed project combined with other projects in the area, the visual environment would continue to be consistent with the San Dieguito Community Plan and primarily large lot estate single-family residential with nearby commercial and community service facilities serviced by rural type roads. By avoiding removal of any significant landscape features, installing native plants and landscape materials of cultural value to the community at the roundabouts, and preserving the existing landscape character along the road corridor, the proposed project's contribution to the cumulative visual impact would not be cumulatively considerable. Therefore, the project's incremental contribution to cumulative impacts related to aesthetics and visual quality in the cumulative study area would be less than cumulatively considerable and therefore is considered ***less than significant***.

3.1.1.4 Conclusions

The proposed roundabouts would introduce a new design feature at the existing intersections. However, the roundabouts would be constructed to include landscape enhancements and the addition of new lighting elements that complement the surrounding semi-rural character. The proposed roundabouts would not significantly impair the public's visual enjoyment of the area, and no impacts would occur within a scenic vista. New light sources would be limited to the minimum illumination necessary for safety, and manually activated crossing lights that would most frequently be activated during daylight hours, resulting in less-than-significant impacts related to light and glare. Therefore, the aesthetics and visual resources impact would be ***less than significant***.

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Source: AECOM 2012

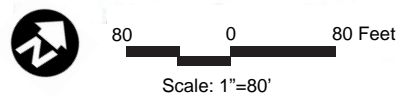


Figure 3.1.1
Via de la Valle/La Fremontia Conceptual Landscape Design



Source: AECOM 2011.

Figure 3.1.2
Via de la Valle/La Fremontia Visual Simulation Looking North



Source: AECOM 2012

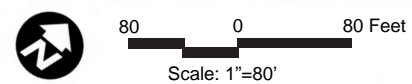


Figure 3.1.3
El Montevideo/La Valle Plateada Conceptual Landscape Design







Source: AECOM 2011.

Figure 3.1.4
El Montevideo/La Valle Plateada Visual Simulation Looking East



LEGEND

-  Limit of Landscape Improvements
Composed of Temporary and Permanent Limits of Disturbance
-  Proposed Trees
-  Proposed Shrubs
-  Proposed Groundcovers

(*) Indicates species for use as hedge / buffer plantings

Source: AECOM 2012

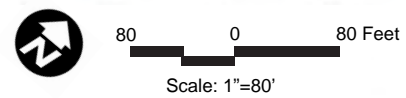


Figure 3.1.5
El Camino del Norte Conceptual Landscape Design



Source: AECOM 2011.

Figure 3.1.6
El Camino del Norte Visual Simulation Looking West

**Table 3.1.1
Conceptual Plant List**

Type	Botanical Name	Common Name
Tree	<i>Callistemon citrinus</i>	Crimson Bottlebrush
Tree	<i>Erythrina caffra</i>	Coral Tree
Tree	<i>Eucalyptus cladocalyx</i>	Sweet Gum Eucalyptus
Tree	<i>Eucalyptus nicholii</i>	Nichols' Willow Leaved Peppermint
Tree	<i>Eucalyptus gunnii</i>	Cider Gum Eucalyptus
Tree	<i>Olea europaea 'Wilsoni'</i>	Wilson's Fruitless Olive
Tree	<i>Pinus canariensis</i>	Canary Island Pine
Tree	<i>Platanus racemosa</i>	California Sycamore
Tree	<i>Populus fremontii</i>	Fremont Cottonwood
Tree	<i>Quercus agrifolia</i>	Coast Live Oak
Tree	<i>Quercus dumosa</i>	Coastal Scrub Oak
Tree	<i>Umbellularia californica</i>	California Laurel
Shrub	<i>Acacia redolens</i>	Acacia
Shrub	<i>Agave attenuata</i>	Agave
Shrub	<i>Aloe striata</i>	Coral Aloe
Shrub	<i>Artemesia californica</i>	California Sagebrush
Shrub	<i>Baccharis pilularis 'Twin Peaks'</i>	Dwarf Coyote Bush
Shrub	<i>Bougainvillea 'San Diego Red'</i>	Bougainvillea
Shrub	<i>Ceanothus 'Sierra Blue'</i>	California Lilac
Shrub	<i>Hesperaloe parviflora</i>	Red Yucca
Shrub	<i>Lantana montevidensis</i>	Creeping Lantana
Shrub	<i>Limonium perezii</i>	Sea Lavender
Shrub	<i>Mimulus spp.</i>	Monkey Flower
Shrub	<i>Myoporum 'Pacifcum'</i>	Myoporum
Shrub	<i>Opuntia littoralis</i>	Coast Prickly Pear
Shrub	<i>Prunus caroliniana</i>	Catalina Cherry
Shrub	<i>Rhamnus californica</i>	Coffee Berry
Shrub	<i>Rhus integrifolia</i>	Lemonade Berry
Shrub	<i>Rhus ovate</i>	Sugar Bush
Shrub	<i>Rosmarinus officinalis</i>	Upright Rosemary
Shrub	<i>Rosmarinus officinalis var. prostrata</i>	Creeping Rosemary
Shrub	<i>Salvia greggii</i>	Autumn Sage
Shrub	<i>Yucca spp.</i>	Yucca
Groundcover	<i>Achillea millefolium</i>	Common Yarrow
Groundcover	<i>Archostaphylos 'Emerald Carpet'</i>	Manzanita
Groundcover	<i>Bromus carinatus 'carinatus'</i>	California Brome
Groundcover	<i>Encilia californica</i>	California Encilia
Groundcover	<i>Eschscholzia californica</i>	California Poppy
Groundcover	<i>Gaillardia x grandiflora</i>	Gaillardia
Groundcover	<i>Festuca californica</i>	California Fescue
Groundcover	<i>Muhlenbergia rigens</i>	Deergrass
Groundcover	<i>Nassella pulchra</i>	Purple Needlegrass

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3.1.2 Agriculture and Forestry Resources

This section discusses impacts on agriculture and forestry resources. The information and analysis herein have been compiled based on site visits and examination of photographs of the project area, and is based on a review of the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation, as well as soil mapping information obtained online from Mapping San Diego (www.mappingsandiego.com).

3.1.2.1 Existing Conditions

The project is located in an area where agricultural groves are frequently found on residential lots. Agriculture is an important part of Rancho Santa Fe's development history. There are only a few agricultural use properties with frontage along the Paseo Delicias project corridor, all located east of the El Montevideo/La Valle Plateada intersection. Three smaller agricultural properties, 2 to 5 acres in size, are located on the south side of Paseo Delicias and two others occur on the north side at Caminito de Conejos (see Figure 3.1.7). The largest agricultural operation (approximately 40 acres) is located at the northeast corner of Del Dios Highway and El Camino del Norte.

Regulatory Setting

Farmland Mapping and Monitoring Program

The State FMMP categorizes developed agricultural lands based on soil quality, growing season and availability of water supply to produce sustained high yields. Lands designated as Prime Farmland contain the best combination of physical and chemical features able to sustain long-term agricultural production. Other State farmland mapping categories (in descending order of importance) are Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance and Grazing Land. Urban and Built-Up Land, Other Land, and Water Bodies are also mapped by the FMMP.

The project area contains land with the FMMP designations of Urban and Built-Up Land and Other Land. None of the three proposed roundabouts are located within an area designated as Prime Farmland, Farmland of Statewide Importance or Unique Farmland; the nearest FMMP designations (i.e., Prime Farmland and Farmland of Statewide Importance) occur northeast of the El Camino del Norte intersection (California Department of Conservation 2008c). Soil types in the project area, including Altamont clay and Huerhuero loam, are considered suitable for designation as Prime Farmland and Farmland of Statewide Importance (Innovative Mapping Solutions 2012).

California Land Conservation Act (Williamson Act)

The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Act creates an arrangement whereby private landowners contract with counties and cities to voluntarily restrict their land to agricultural and compatible open-space uses. The vehicle for these agreements is a rolling term 10-year contract (i.e., unless either party files a "notice of nonrenewal," the contract is automatically renewed for an additional year). In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

No lands in the immediate vicinity of the project site are within an agricultural preserve established under the California Land Conservation Act of 1965 (Williamson Act), nor are any lands subject to a Williamson Act Contract for agricultural use pursuant to that Act.

3.1.2.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The significance thresholds for agriculture and forestry impacts are based on criteria provided in Appendix G of the State CEQA Guidelines and the County's Guidelines for Determining Significance – Agricultural Resources (2007i). These thresholds are intended to ensure conformance with existing regulatory standards, and to provide both adequate evaluation of potential impacts on agricultural resources and protection of such resources where appropriate.

A significant impact on agricultural resources and forestry would occur if the project would:

1. 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.
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
3. 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)).
4. 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.
5. 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.

Conversion of Prime, Unique, or Important Farmlands

Guidelines for the Determination of Significance

A significant impact on agriculture and forestry resources would occur if the project would:

- 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.
- 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.

Analysis

The project would not result in significant impacts as a result of farmland conversion because it would not result in the conversion of agricultural resources to a non-agricultural use. The proposed project involves the construction of three roundabouts along an existing two-lane roadway in a rural area that has some agricultural activity, which largely consists of citrus and

avocado orchards on residential lots. As stated above, no portions of the proposed project overlap with areas designated for Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared by the FMMP. While there are soils mapped at all three roundabout locations as eligible for designation as Prime Farmland and Farmland of Statewide Importance, their current FMMP designations are Urban and Built-Up Land and Other Land. Moreover, the project would occur within and adjacent to an existing roadway and, although there are some agricultural uses in the vicinity of the project site, the proposed project would not directly impact any existing agricultural uses, nor would it interfere with the introduction of future agricultural operations. The proposed acquisition of right-of-way at the project intersections totals 0.55 acre. This acquisition area consists of lands located immediately adjacent to the existing rights-of-way that are not currently used for agriculture. Therefore, the project would not impair the continued opportunity for agriculture or the future development of groves or similar low intensity agricultural uses on properties in the vicinity of the project.

Finally, the County Guidelines for Determining Significance for Agricultural Resources identifies “road improvements/ widening” as an example of projects that would not typically substantially impair the ongoing viability of agricultural use. Therefore, the project’s impact related to the conversion of 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 would be ***less than significant***. Also, the project would not 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, and impacts would be ***less than significant***.

Conflict with Agricultural Zoning and the Williamson Act

Guideline for the Determination of Significance

A significant impact on agriculture and forestry resources would occur if the project would:

- Conflict with existing zoning for agricultural use, or a Williamson Act contract.

Analysis

The proposed roundabouts are not located within or adjacent to any agricultural preserve established under the Williamson Act, nor are they subject to a Williamson Act Contract for agricultural use pursuant to that Act. Also, the proposed project is not located within an existing agricultural zone. As such, there would be ***no impact*** from conflicts with existing agricultural zones or a Williamson Act contact.

Conflict with Forest Land or Timberland Zones

Guideline for the Determination of Significance

A significant impact on agriculture and forestry resources would occur if the project would:

- 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)).

Analysis

The County of San Diego Zoning Code does not have any existing Timberland Production Zones. Therefore, project implementation would not conflict with an existing Timberland Production Zone, and the project would not cause the rezoning of forest land, timberland, or Timberland Production Zones. There would be ***no impact***.

Loss of Forest Land

Guideline for the Determination of Significance

A significant impact on agriculture and forestry resources would occur if the project would:

- 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.

Analysis

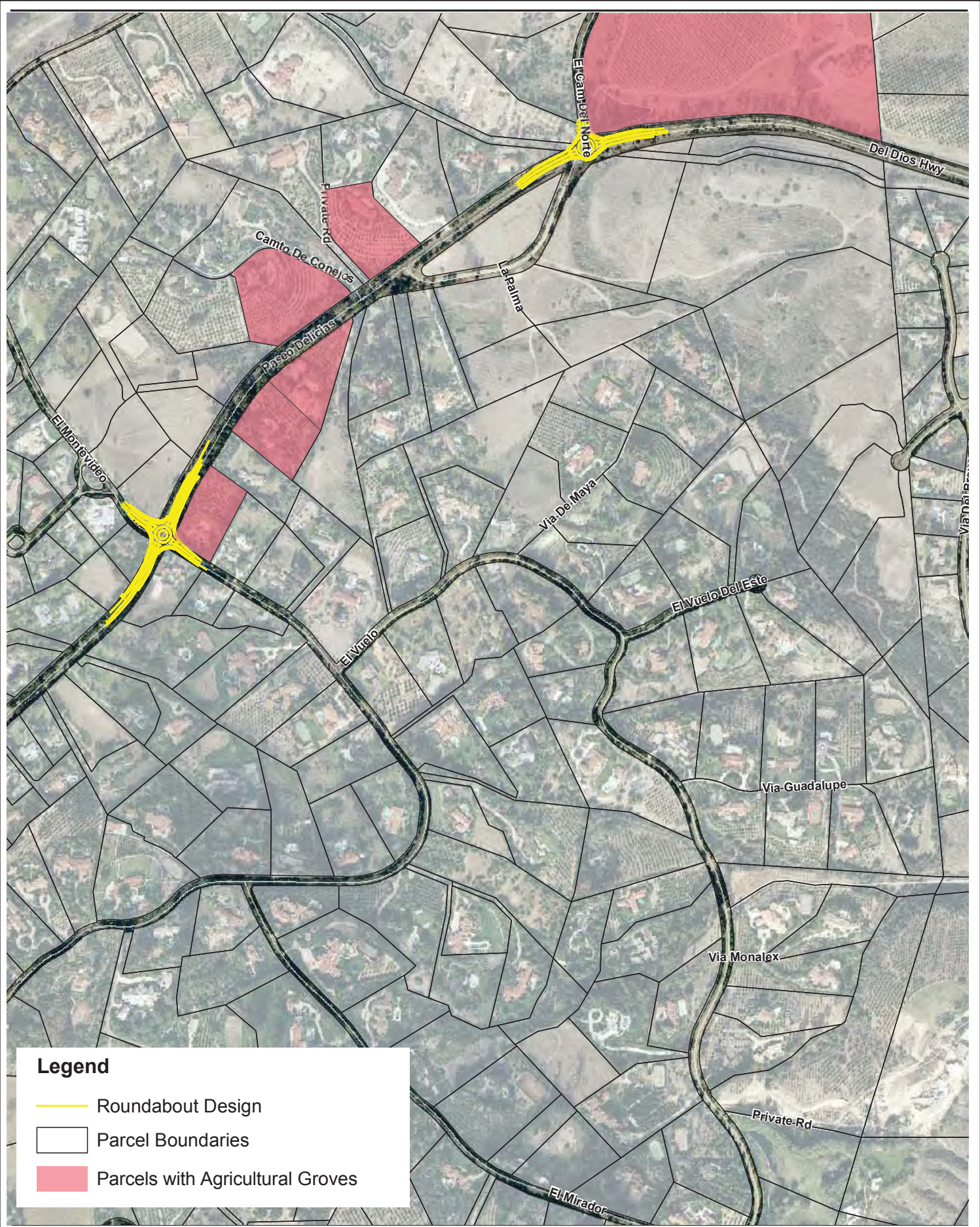
The project site does not contain any forest lands as defined in Public Resources Code section 12220(g), nor is the project located in the vicinity of offsite forest resources. Therefore, the project would have ***no impact*** on forest land.

3.1.2.3 Cumulative Impact Analysis

None of the 12 projects listed in Table 1.2 include impacts on agriculture and forestry resources. The proposed project would not result in impacts on important agricultural lands and, therefore, would not contribute to the cumulative loss of important farmlands or forestry resources. As such, cumulative impacts would be ***less than significant*** with implementation of the proposed project.

3.1.2.4 Conclusions

The proposed project would not result in significant impacts on agriculture and forestry resources. Although soils eligible for designation as Prime Farmland and Farmland of Statewide Importance exist in the project area and there are some existing groves near the project, the proposed project would not convert existing agricultural operations to non-agricultural use or affect the ongoing viability of agricultural use in the area due to direct or indirect project impacts. Furthermore, there are no Timberland Production Zones and none of the project footprint meets the designation as forest lands as defined in Public Resources Code section 12220(g). Therefore, impacts on agriculture and forestry resources would be ***less than significant***.



Legend

- Roundabout Design
- Parcel Boundaries
- Parcels with Agricultural Groves

Source: AirPhotoUSA 2006, TAIC 2008, SanGIS 2006

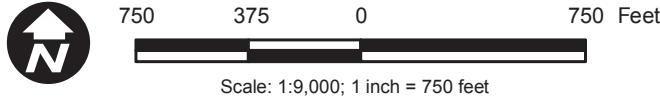


Figure 3.1.7
Existing Agricultural Uses

3.1.3 Air Quality

This section discusses potential impacts related to air quality. The information and analysis herein have been compiled consistent with County DPW requirements, and are based on site visits and a review of the Air Quality Analysis Technical Report prepared for the project by EDAW, Inc. in 2008 (Appendix F1). Additionally, the air quality modeling was redone by ICF in December 2011 to account for the latest methods for analyzing air quality impacts.

3.1.3.1 Existing Conditions

Existing Air Quality Setting

The County of San Diego Air Pollution Control District (SDAPCD) operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of air pollutants and determine whether the ambient air quality meets the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The monitoring station that most closely represents the project area, climate, and topography in the SDAB is the Escondido–East Valley Parkway monitoring station, located at 600 East Valley Parkway, Escondido, approximately 9 miles northeast of the project area. The station monitors carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter less than 10 micrometers in diameter (PM₁₀), and PM_{2.5} (particulate matter less than 2.5 micrometers in diameter). Because the Escondido monitoring station is located in an area where there is substantial traffic congestion, it is likely that pollutant concentrations measured at that monitoring station are higher than concentrations that would be observed or measured at the project site, and would thus provide a conservative estimate of background ambient air quality. Table 3.1.2 summarizes the excesses of standards and the highest pollutant levels recorded at the Escondido station for the years 2008 through 2010.

Sensitive Receptors

Sensitive air quality receptors are land uses where people are especially sensitive to elevated pollutant concentrations. Generally these people are the young, elderly, and sick. Therefore, the sensitive land uses are schools, hospitals, resident health care facilities, and day care centers. For the purposes of CEQA analysis in San Diego County, the definition of a sensitive receptor also includes residents (County of San Diego 2007b). The Air Quality Analysis in Appendix F identifies the project's sensitive air quality zone as being a 100-foot-wide corridor centered on Paseo Delicias. The Village Community Presbyterian Church nursery school and single-family residences are the sensitive receptors located within this corridor.

Existing land uses in the project area consist primarily of large estate homes, many of which also contain agricultural groves or equestrian facilities. Land uses near the Paseo Delicias/Via de la Valle intersection are single-family residences on lots ranging in size from less than 15,000 square feet to over 0.5 acre. The Village Community Presbyterian Church and its nursery school for children 2 to 5 years old are located at the northeast corner of the intersection, and the Rancho Santa Fe Elementary and Middle School is located approximately 0.4 mile to the west. Medium density multi-family residences are also located nearby to the southwest. At the El Montevideo/La Valle Plateada and El Camino del Norte intersections, single-family homes are typically on 1- to 5-acre lots and also include several larger home sites.

Regulatory Setting

Due to historical concerns about air quality, Federal, State, and local authorities have adopted rules and regulations requiring evaluation of the impact of a project on air quality and appropriate mitigation for air pollutant emissions. Air quality is determined by measured concentrations in ambient air of specific pollutants identified by the U.S. Environmental Protection Agency (USEPA) that impact public health and welfare.

Federal

The Federal Clean Air Act (CAA) (U.S. Government Code [USC] Section 7401) requires the adoption of NAAQS to protect the public health, safety, and welfare from known or anticipated effects of air pollution. The CAA also requires the USEPA to periodically review the standards to ensure that they provide adequate health and environmental protection and to update those standards as necessary. Current standards are set for sulfur dioxide (SO₂), CO, NO₂, O₃, PM₁₀, PM_{2.5}, and lead (Pb). These pollutants are collectively referred to as criteria pollutants.

State

In California, the ARB, which became part of the California Environmental Protection Agency (Cal EPA) in 1991, is responsible for meeting the State requirements of the Federal CAA, administering the California Clean Air Act (CCAA), and establishing the CAAQS. The CCAA, as amended in 1992, requires all air districts in the state to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding Federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Local specific geographic areas are classified as either “attainment” or “nonattainment” for each criteria pollutant based on the comparison of measured data with Federal and State standards. If an area is redesignated from nonattainment to attainment for a specific criteria pollutant, the CAA requires a revision of the SIP and preparation of a maintenance plan that demonstrates how the air quality standard will be maintained for at least 10 years. Similarly, the CCAA requires nonattainment areas to prepare and implement plans to achieve a 5% average reduction in ozone precursor emissions or achieve CAAQS by the earliest practicable date. The SDAPCD is responsible for the monitoring of air pollution, the preparation and implementation of the County’s portion of the SIP and the Regional Air Quality Strategy (RAQS), and the promulgation of rules and regulations to support implementation of the SIP and RAQS.

The SDAB currently meets the Federal standards for all criteria pollutants except O₃ and meets State standards for all criteria pollutants except O₃, PM₁₀, and PM_{2.5}. The 2009 RAQS outlines SDAPCD’s plans and control measures designed to attain the State air quality standards for the O₃ CAAQS. The RAQS does not currently address the State air quality standards for PM₁₀ or PM_{2.5}. The SDAPCD has also developed the air basin’s input to the SIP, which is required under the Federal CAA for areas that are out of attainment of air quality standards. The SIP includes the SDAPCD’s plans and control measures for attaining the O₃ NAAQS. The SIP is also updated on a triennial basis. For the 8-hour O₃ standard, the SDAPCD submitted their 8-hour O₃ Attainment Plan 2007 in May of 2007, calling for more reductions in volatile organic compound (VOC) and nitrogen oxide (NO_x) emissions. In addition, the *Measures to Reduce Particulate Matter in San Diego County* report (December 2005) proposes measures to reduce PM emissions and recommends measures for further detailed evaluation and, if appropriate, future rule development (or non-regulatory development, if applicable), adoption, and implementation in San Diego County, in order to attain PM CAAQS.

3.1.3.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The following significance thresholds for air quality impacts are based on criteria provided in Appendix G of the State CEQA Guidelines, County of San Diego Guidelines for Determining Significance (County of San Diego 2007b), and County of San Diego Screening Level Thresholds for Air Quality, as shown in Table 3.1.3. These guidelines will be used to determine if the project is in compliance with federal, state, and local guidelines.

A significant impact on air quality would occur if the project would:

1. Conflict with or obstruct the implementation of the San Diego Regional Air Quality Strategy (RAQS) and/or applicable portions of the SIP.
2. Result in emissions that exceed 250 pounds per day of NO_x or 75 pounds per day of volatile organic compounds (VOCs).
3. Result in emissions of CO that when totaled with the ambient air concentrations would exceed a 1-hour concentration of 20 parts per million (ppm) or an 8-hour average of 9 ppm.
4. Result in emissions of PM_{2.5} that exceed 55 pounds per day.
5. Result in emissions of PM₁₀ that exceed 100 pounds per day and increase the ambient PM₁₀ concentration by 5 micrograms per cubic meter (µg/m³) or greater at the maximum exposed individual.
6. Have a significant direct impact on air quality with regard to emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs and, because of this direct impact, it would also have a significant cumulatively considerable net increase.
7. In the event direct impacts from a proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed projects or reasonably foreseeable future projects within a proximity relevant to the pollutants of concern, are in excess of the guidelines.
8. Not conform to the RAQS and/or have a significant direct impact on air quality with regard to operational emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs, and have a significant cumulatively considerable net increase.
9. Cause roadway intersections or segments to operate at or below an LOS E and create a CO hotspot and a cumulatively considerable net increase of CO.
10. Place sensitive receptors near CO hotspots or create CO hotspots near sensitive receptors.
11. Result in exposure to Toxic Air Contaminants (TACs) resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology or result in a health hazard index greater than one.
12. Either generate objectionable odors or place sensitive receptors next to existing objectionable odors, which would affect a considerable number of persons or the public.

Regional Air Quality Strategy

Guideline for the Determination of Significance

A significant impact on air quality would occur if the project would:

- Conflict with or obstruct the implementation of the San Diego RAQS and/or applicable portions of the SIP.

Analysis

Projects that propose development consistent with the growth anticipated by the County General Plan and SANDAG growth forecasts would be consistent with the RAQS and SIP. The proposed project is intended to reduce congestion and improve the efficiency of vehicles operating on this portion of Paseo Delicias. In addition, the project would not generate additional motor vehicle traffic nor would it result in employment or population growth within the project area or region; therefore, it would not conflict with the growth anticipated by the County General Plan or SANDAG growth forecasts. The improved operational efficiencies of the project intersections and along the Paseo Delicias would likely result in decreased emissions due to reduced queuing and travel time. Therefore, because the project would improve traffic flow and would be consistent with relevant land use plans, the project would conform to the RAQS and SIP and would not conflict with applicable air quality improvement plans of the County or State; as such, impacts on regional air quality would be ***less than significant***.

Federal and State Ambient Air Quality Standards

Guidelines for the Determination of Significance

A significant impact on air quality would occur if the project would:

- Result in emissions that exceed 250 pounds per day of NO_x or 75 pounds per day of VOCs.
- Result in emissions of CO that when totaled with the ambient air concentrations would exceed a 1-hour concentration of 20 parts ppm or an 8-hour average of 9 ppm.
- Result in emissions of PM_{2.5} that exceed 55 pounds per day.
- Result in emissions of PM₁₀ that exceed 100 pounds per day and increase the ambient PM₁₀ concentration by 5 micrograms per cubic meter (µg/m³) or greater at the maximum exposed individual.

Analysis

Construction Impacts

The principal pollutants emitted during construction would be PM₁₀ and PM_{2.5} from fugitive¹ dust created during clearing, grading, and road construction activities, such as vehicles travelling on unpaved areas. Typically about 50% of fugitive dust is made up of relatively large particles, greater than 100 microns in diameter, which tend to settle within 20 to 30 feet of their source. Small particles, less than 100 microns in diameter, can travel up to 330 feet before settling to the ground, depending on wind speed. These smaller particles also contribute to visibility and nuisance impacts, and include PM₁₀ and PM_{2.5}, which are potential health hazards (See Appendix F).

¹ "Fugitive" is a term used in air quality analysis to denote emission sources that are not confined to stacks, vents, or similar paths.

A secondary source of pollutants during construction would be motor vehicle and construction equipment engine exhaust. The principal pollutants of concern from these sources are NO_x and reactive organic gas (ROG)² emissions, which contribute to the formation of O₃ (a regional nonattainment pollutant), as well as PM₁₀ and PM_{2.5} emissions (nonattainment pollutants). A second source of ROG emissions would be off-gassing from asphalt paving.

Construction and demolition activities are anticipated to occur over a 12- to 18-month period, with each intersection taking approximately 4 months to complete. The estimated maximum daily construction-related criteria pollutant emissions associated with each phase of construction are shown in Table 3.1.4. Total criteria pollutant emissions associated with construction of all three intersections, in tons, are presented in Table 3.1.5.

As shown in Table 3.1.4, emissions from the project construction would not exceed the County screening level thresholds (SLTs). Regardless, watering or stabilization of active grading areas would be implemented to suppress dust generation, which would reduce particulate daily construction emissions of PM₁₀ and PM_{2.5} by 50 to 68%. Construction of the proposed project would not exceed the San Diego County daily SLT's (see Table 3.1.4); therefore, construction impacts on air quality would be **less than significant**.

Operational Impacts

According to the traffic impact analysis, operation of the proposed project would improve LOS, and reduce queue lengths, traffic along residential streets and delay, thereby increasing average travel speeds and reducing travel time. Vehicle emission factors vary by vehicle type and speed, with the highest levels of emissions occurring in stop-and-go traffic (0–20 mph) and the lowest emission levels at speeds of 40–55 mph. Emission factors for a San Diego County average vehicle fleet operating in the expected opening year of the proposed project (approximately year 2013) are shown in Table 3.1.6. Operation of the roundabouts would likely lower per vehicle pollutants emission rates relative to the existing intersection configurations through congestion reduction and increased average travel speeds. The current intersection configurations require cars to come to a complete stop, idle and then reaccelerate through the intersection. The project would minimize stopping and would allow traffic to travel through the intersection at average speeds between 15 and 27 mph, thereby reducing reacceleration.

The project would not generate additional motor vehicle trips and would improve the flow of traffic within the project corridor. Further, no other emission sources are associated with the operation of the project. Therefore, the proposed project would likely result in a net decrease in emissions, and would therefore, have a **less than significant** operational impact with respect to Federal and State ambient air quality standards.

Cumulatively Considerable Net Increase of Criteria Pollutants

Guidelines for the Determination of Significance

A significant impact on air quality would occur if the project would:

- Have a significant direct impact on air quality with regard to emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs and, because of this direct impact, it would also have a significant cumulatively considerable net increase.

² The Guideline for conformance to federal and state ambient air quality standards cites VOC emissions; however, the Road Construction Emissions Model analysis uses ROG's, which, for the project, would be the same as VOCs.

- In the event direct impacts from a proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed projects or reasonably foreseeable future projects within a proximity relevant to the pollutants of concern, are in excess of the guidelines.

Analysis

As discussed above under “Federal and State Ambient Air Quality Standards,” the principal pollutants emitted during construction would be PM₁₀ and PM_{2.5} from fugitive dust created during clearing, grading and road construction activities. A secondary source of pollutants during construction would be NO_x and ROG emissions from construction equipment. As Tables 3.1.5 and 3.1.6 show, the project would result in *de minimis* levels of these pollutants. Project design measures to control fugitive dust are to be incorporated into the project’s construction specifications. These dust control measures include minimization of land disturbance, suspension of grading activities when wind speeds exceed 25 mph, covering trucks hauling dirt when traveling faster than 15 mph, and placement of construction equipment and truck staging away from and downwind of certain sensitive receptors. Therefore, the proposed project’s direct impact on air quality with regard to emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs would be **less than significant**. A discussion of potential cumulative construction impacts is presented in Section 3.1.3.3, Cumulative Impact Analysis.

Guidelines for the Determination of Significance

A significant impact on air quality would occur if the project would:

- Not conform to the RAQS and/or have a significant direct impact on air quality with regard to operational emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs, and have a significant cumulatively considerable net increase.
- Cause roadway intersections or segments to operate at or below an LOS E and create a CO hotspot and a cumulatively considerable net increase of CO.

Analysis

As discussed above under “Federal and State Ambient Air Quality Standards,” the project’s potential pollutant generation would be reduced in comparison to the current intersection configurations. This analysis was based on estimated ADT in 2009 and 2030 and resulted in the determination that the proposed project would have a **less than significant** operational impact.

The analysis above under “Regional Air Quality Strategy” shows that, in comparison to the current intersection configurations, the roundabouts would result in a decrease in per vehicle emissions due to improved operational efficiencies of the intersections and along the Paseo Delicias corridor as a whole. The increase in the efficiency of vehicles operating on the roadway would result in fewer pollutants emitted per vehicle. Therefore, the project would not result in an increase in long-term emissions within the SDAB, would not be in conflict with the RAQS, would not have a significant direct impact on air quality with regard to operational emissions of PM₁₀, PM_{2.5}, NO_x, and/or VOCs, and would result in a **less than significant** impact on regional air quality.

In addition, operation of the project would reduce CO emissions relative to the existing intersection configurations. The roundabouts would allow traffic to move smoothly through each intersection and reduce time spent by vehicles idling at stop signs; the resulting CO emissions during idling would be minimized or eliminated. The proposed project would improve the level of

service at each intersection and would not cause roadway intersections to operate at or below LOS E. The proposed project would also not create a CO hotspot (see threshold for sensitive receptors below). Therefore, the project's impact on CO emissions would be **less than significant**. Discussion of potential cumulative construction impacts is in Section 3.1.3.3.

Sensitive Receptors

Guidelines for the Determination of Significance

A significant impact on air quality would occur if the project would:

- Place sensitive receptors near CO hotspots or create CO hotspots near sensitive receptors.
- Result in exposure to Toxic Air Contaminants (TACs) resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology or result in a health hazard index greater than one.

Analysis

Construction Impacts from CO Hotspots

CO hotspots typically occur in areas of high motor vehicle use, such as in parking lots, at congested intersections and along highways. Since elevated CO concentrations typically occur at locations with high traffic volumes and congestion, elevated CO concentrations are often correlated with LOS at intersections. According to County guidelines, any project that would place sensitive air quality receptors within 500 feet of a signalized intersection that operates at or below LOS E and supports an excess of 3,000 peak-hour trips, or would cause roadway intersections with peak-hour trips exceeding 3,000 trips to operate at or below LOS E must conduct a CO hotspot analysis. While project construction would cause certain intersections to operate below LOS E, it would not result in peak-hour intersection volumes that exceed 3,000 trips within the project area. Therefore, consistent with County guidelines, the project would result in **less than significant** CO hotspot impacts.

Construction Impacts from TACs – Diesel Particulate Matter

Diesel particulate matter (DPM) is a TAC. Construction-related activities would result in short-term project-generated emissions of DPM from the exhaust of off-road heavy-duty diesel equipment for demolition, site preparation, paving, installation of utilities, materials transport and handling, and other miscellaneous activities.

Inhalation of DPM can result in cancer and non-cancer health impacts. The primary factor used to determine health risk associated with inhalation of DPM is the dose to which receptors are exposed. Dose is a function of the concentration of a substance and the duration of exposure to the substance, meaning that a longer exposure period would result in a higher exposure level for a maximally exposed individual (MEI). Thus, the risks estimated for an MEI are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period. At this time, neither SDAPCD nor the County has adopted a methodology for analyzing such impacts, and neither recommends the completion of health risk assessments for construction-related emissions of TACs.

Generation of DPM from construction projects typically occurs in a single area for a short period. The roundabout project construction is expected to occur over approximately 12-18 months, and the use of diesel-powered construction equipment in any one area would not be sustained for

more than a few months and would cease when construction is completed in that area. Because the dose to which the receptors are exposed is the primary factor used to determine health risk, and dose is positively correlated with time, for an 18 month construction project, the residential exposure would be approximately 2% of the total (70 year) exposure period used for health risk calculation. Consequently, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million (less than 0.001% probability) of contracting cancer for the MEI or to generate ground-level concentrations of noncarcinogenic TACs that exceed a chronic (i.e., long-term) non-cancer Hazard Index greater than 1 for the MEI. Therefore, the project would result in **less than significant** impacts.

Operations Impacts from CO

The proposed project does not involve development of housing, employment centers or other attractions, and thus would not generate traffic, but would accommodate future traffic volumes through improved intersection capacity on Paseo Delicias. A review of the Traffic Impact Analysis (see Section 2.2 and Appendix D) indicates that delay and LOS would improve for all intersections compared to the existing configuration with either traffic signals or roundabouts under the existing traffic conditions and under the projected year 2030 traffic conditions. Therefore, consistent with County guidelines, the project would result in **less than significant** CO hotspot impacts.

Odor Impacts

Guideline for the Determination of Significance

A significant impact on air quality would occur if the project would:

- Either generate objectionable odors or place sensitive receptors next to existing objectionable odors, which would affect a considerable number of persons or the public.

Analysis

According to the ARB's *Air Quality and Land Use Handbook*, land uses associated with odor complaints typically include sewage treatment plants, landfills, recycling facilities, and manufacturing (ARB 2005). Odor impacts on residential areas and other sensitive receptors, such as hospitals, day care centers, schools, etc., warrant the closest scrutiny, but consideration should also be given to other land uses where people may congregate, such as recreational facilities, work sites, and commercial areas. Construction activities have the potential to omit odors, including diesel exhaust and asphalt paving. Construction of the proposed project near existing sensitive receptors would be temporary in nature and would not involve major odor emitters (treatment plants, landfills, etc.). Thus, the project is unlikely to result in nuisance odors that would violate SDAPCD Rule 51, which prohibits emission of air contaminants that cause injury, detriment, nuisance or annoyance to a considerable number of persons. The current operation of Paseo Delicias likely does not generate objectionable odors, and operation of the roundabouts would not change this. Therefore, potential odor impacts of the proposed project would be **less than significant**.

3.1.3.3 Cumulative Impact Analysis

Cumulative Construction Impacts

Cumulative impacts on air quality associated with construction could occur if two or more projects near each other are simultaneously constructed, even if emissions at the project level are below County SLTs. As discussed in Section 3.1.3.2, potential construction emissions do

not exceed the County SLTs for Air Quality Analysis. Of the cumulative projects described in Section 1.7 and shown in Table 1.2 and Figure 1.7, three of the larger land development projects (cumulative projects #1, 2, and 12) are over 1 mile from the nearest project construction site and, because fugitive dust emissions typically settle within 300 feet of a construction area, would not contribute to cumulative construction air quality impacts. Quantum Estates II (cumulative project #7) is located adjacent to the El Camino del Norte intersection. It is designed for development of seven custom graded lots. While grading of those lots could contribute fugitive dust emissions if development were to take place concurrently with the intersection improvement, the project's estimated maximum daily emissions of 18.8 pounds per day of PM₁₀ shown in Table 3.1.4 are well below the County threshold of 100 pounds per day. This limited amount of air emissions and the dust control requirements per SDAPCD Rule 55 for the roundabout project and all cumulative projects listed in Table 1.2 would ensure the project does not contribute to an exceedance of the County threshold for PM₁₀. The Village Community Presbyterian Church is located at the Via de la Valle/La Fremontia intersection and that project could potentially contribute to air quality construction impacts. However, it primarily involves construction and/or remodeling of buildings on a relatively level site and would not involve substantial grading. Of the other nearby projects, cumulative projects 4 and 6 are relatively minor infill developments in the more densely urbanized portion of the Rancho Santa Fe Village, and construction of these projects would also not be expected to involve substantial grading; the senior center (cumulative project #5) has been completed, and activities associated with the Fire Station Antennas (cumulative project #9) would likely be minimal and not involve any grading or ground disturbance activities. Should construction activities by the church and the other nearby projects occur simultaneously with construction at the Via de la Valle/La Fremontia intersection, standard construction dust control measures per SDAPCD Rule 55 would avoid cumulative adverse air quality effects and impacts would be **less than significant**.

In addition to particulates, construction of the proposed project would result in ROG and NO_x emissions; however, as discussed in Section 3.1.3.2, ROG and NO_x emissions would be below the County SLTs. According to County guidelines, a project which conforms to the applicable RAQS and SIP and does not have emissions exceeding the significance thresholds would not create a cumulatively considerable net increase with respect to ozone precursors ROG and NO_x since these emissions were accounted for in the most recent RAQS. Therefore, impacts would be **less than significant**.

Cumulative Operational Impacts

Installation of the roundabouts is expected to lower per vehicle emission rates of pollutants in comparison to the existing intersection configurations. In addition, the project itself would not generate additional traffic, but instead would accommodate projected future traffic volumes and allow for acceptable roadway operations through intersection improvements. Thus, the overall effect of the project would result in a general improvement in air quality through increased vehicle efficiency (i.e., vehicles operating on Paseo Delicias would operate at higher speeds and would likely emit less criteria air pollutants). Thus, the cumulative operational air quality impacts of the proposed project and the cumulative projects would be **less than significant**.

The Traffic Impact Analysis included a year 2030 analysis, which utilized forecast future traffic volumes on the Del Dios Highway/Paseo Delicias corridor for year 2030 that were prepared by SANDAG. Thus, emissions from traffic generated by future regional growth are included in these forecast traffic volumes. The Village Community Presbyterian Church is an existing facility that would be expanding and potentially result in increased air emissions from increased vehicle trips. However, these air emissions are also accounted for in the various types of motor vehicle trips that are associated with residential use in the current and year 2030 traffic forecasts. The

proposed roundabouts, in comparison to the current intersection configurations, would likely result in a decrease in per vehicle emissions due to improved operational efficiencies of the intersections and along the Paseo Delicias corridor as a whole. Thus, the cumulative operational air quality impacts of the proposed project and the cumulative projects would be ***less than significant***.

3.1.3.4 Conclusions

In comparison to the current intersection configurations, the proposed roundabouts would result in a net decrease in all criteria air pollutants. The project would not result in an adverse increase in long-term emissions and conforms to the SIP. Therefore, the project would result in a less-than-significant impact on regional air quality and would not conflict with applicable air quality improvement plans of the County or State. Construction air emission impacts would not exceed the County trigger levels or the general conformity *de minimis* limits and would also have a less-than-significant impact. Project design measures to control dust and particulates, including diesel particulate emissions, are to be incorporated into the project's construction specifications. In addition, the current operation of Paseo Delicias would not change in a manner that would cause objectionable odors during construction and operation of the roundabouts.

Therefore, potential air quality and odor impacts of the proposed project would be ***less than significant***.

Table 3.1.2
Ambient Air Quality Summary – Escondido, East Valley Parkway

Pollutant Standards	2008	2009	2010
Carbon Monoxide (CO)			
National maximum 8-hour concentration (ppm)	2.81	3.24	2.46
State maximum 8-hour concentration (ppm)	2.81	3.54	2.46
Number of Days Standard Exceeded			
NAAQS 8-hour (>9 ppm)	0	0	0
CAAQS 8-hour (>9.0 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour concentration (ppm)	0.081	0.073	0.064
Annual Average (ppm)	0.018	0.016	0.014
Number of Days Standard Exceeded			
CAAQS 1-hour	0	0	0
Ozone (O₃)			
State maximum 1-hour concentration (ppm)	0.116	0.093	0.105
National maximum 8-hour concentration (ppm)	0.098	0.080	0.084
State maximum 8-hour concentration (ppm)	0.099	0.081	0.085
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	9	0	2
CAAQS 8-hour (>0.70 ppm)	23	9	5
NAAQS 8-hour (>0.075 ppm)	13	1	3
Sulfur Dioxide (SO₂)			
Maximum 24-hour concentration (ppm)	*	*	*
Second highest 24-hour concentration (ppm)	*	*	*
Annual Average (ppm)	*	*	*
Number of Days Standard Exceeded	*	*	*
NAAQS 24-hour (>0.14 ppm)	*	*	*
CAAQS 24-hour (>0.04 ppm)	*	*	*
Particulate Matter (PM₁₀)¹			
National maximum 24-hour concentration (µg/m ³)	82.0	73.0	42.0
National second highest 24-hour concentration (µg/m ³)	45.0	47.0	35.0
State maximum 24-hour concentration (µg/m ³)	84.0	74.0	43.0
State second highest 24-hour concentration (µg/m ³)	44.0	47.0	34.0
National ² annual average concentration (µg/m ³)	24.6	24.9	20.9
State ³ annual average concentration (µg/m ³)	*	24.6	21.0
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m ³) ^c	0	0	0
CAAQS 24-hour (>50 µg/m ³) ^c	1	1	0
Particulate Matter (PM_{2.5})			
National maximum 24-hour concentration (µg/m ³)	44.0	78.3	48.4
National second highest 24-hour concentration (µg/m ³)	38.1	59.5	40.5
State Maximum 24-hour concentration (µg/m ³)	44.0	78.4	52.5
State second highest 24-hour concentration (µg/m ³)	44.0	60.6	33.3
National ² annual average concentration (µg/m ³)	*	13.4	12.2
State ³ annual average concentration (µg/m ³)	12.4	*	*
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m ³)	*	2.0	2.0
<p>* Data unavailable</p> <p>¹ Measurements usually collected every 6 days.</p> <p>² National annual average based on arithmetic mean.</p> <p>³ State annual average based on geometric mean.</p> <p>µg/m³ = micrograms per cubic meter</p> <p>Source: ARB 2011</p>			

**Table 3.1.3
Criteria Pollutant Screening Levels Thresholds (Pounds per Day)**

ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}	Pb
75	250	550	250	100	55	3.2
Source: County of San Diego DPLU 2008						

**Table 3.1.4
Estimated Maximum Daily Construction Emissions (Pounds per Day)**

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Grubbing and Land Clearing	4.3	33.4	18.2	18.5	4.9
Grading and Excavation	4.7	34.2	20.7	18.8	5.2
Drainage, Utilities, and Sub-grade	4.0	28.2	16.6	18.5	4.9
Paving	2.7	10.2	13.5	1.2	1.1
Maximum Daily Construction Emissions	4.7	34.2	20.7	18.8	5.2
<i>Screening Level Thresholds</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>100</i>	<i>55</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Source: RCEM Version 6.3.2					

**Table 3.1.5
Estimated Total Construction Emissions (Tons)**

	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Project Total	0.8	5.9	3.5	3.2	0.9
<i>De Minimis Limits</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>
SO _x emissions are not calculated by the RCEM, as SO _x emissions are assumed to be negligible.					
Source: RCEM Version 6.3.2					

**Table 3.1.6
Emission Factors (Grams per Mile)**

Speed (mph)	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
5	0.739	2.609	6.263	0.072	0.066
10	0.595	2.671	5.365	0.073	0.067
15	0.325	1.620	3.807	0.037	0.034
20	0.182	0.995	2.932	0.021	0.019
25	0.116	0.489	2.543	0.008	0.007
30	0.099	0.552	2.314	0.009	0.008
35	0.086	0.558	2.155	0.009	0.009
40	0.082	0.677	2.035	0.012	0.011
45	0.085	0.944	1.941	0.020	0.018
50	0.091	1.297	1.817	0.027	0.025
55	0.103	1.713	1.889	0.045	0.041
60	0.094	0.973	2.017	0.028	0.025
65	0.090	0.262	2.109	0.003	0.003

3.1.4 Cultural Resources

This section discusses impacts on cultural resources that could result from implementation of the proposed project. The information and analysis are based on site visits, a review of photographs of the project area, an Historical Resources Evaluation Report (HRER) prepared by AECOM (March 2012; Appendix G1), a Finding of No Adverse Effect (FONAE), also prepared by AECOM (June 2012; Appendix G2), and an Archaeological Survey Report prepared by AECOM (March 2008; Appendix H).

3.1.4.1 Existing Conditions

Cultural resources are prehistoric and historic sites, districts or any other physical evidence of human activity considered significant to a culture, subculture, or a community for scientific, traditional, religious, or other reasons. Factors determining a resource's significance are its integrity, design, associations with important events or persons, and age. This section also evaluates paleontological resources.

Federal and State Regulations and Standards

National Register of Historic Places (NRHP), 1981

The National Register is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.

Traditional Tribal Cultural Places, 2004

The Traditional Tribal Cultural Places Bill of 2004 requires local governments to consult with Native California groups at the earliest point in the local government land use planning process. The consultation intends to establish a meaningful dialogue regarding potential means to preserve Native American places of prehistoric, archaeological, cultural, spiritual, and ceremonial importance. It allows for tribes to hold conservation easements and for tribal cultural places to be included in open space planning.

California Environmental Quality Act (CEQA)

The California Environmental Quality Act requires that cultural resources be considered when assessing the environmental impacts of proposed projects. Under CEQA, lead agencies are also required to consider impacts on unique paleontological resources.

The regulatory framework and methods for determining impacts on cultural resources associated with the proposed project include compliance with the requirements of CEQA as defined in the State CEQA Guidelines Section 15064.5 – Determining the Significance of Impacts to Archaeological and Historical Resources, and in compliance with County of San Diego Guidelines for Determining Significance of Cultural Resources: Archaeological and Historic Resources (County 2007c). Both sets of guidelines require the identification of cultural resources that could be affected by the proposed project, the evaluation of the significance of such resources, an assessment of the proposed project's impacts on significant resources and a development of a research design and data recovery program to avoid or address adverse effects on significant resources. Significant resources, are those cultural resources (whether prehistoric or historic) that have been evaluated and determined to be eligible for listing in the CRHR.

According to CEQA Section 15064.5 (a), a historical resource includes the following:

- A resource listed in, or determined to be eligible for listing on, the California Register of Historical Resources (CRHR);
- A resource included in the local register;
- A resource which an agency determines to be historically significant.

Generally a resource would be considered to be “historically significant,” if the resource meets the criteria for listing on the CRHR (Public Resources Code [PRC] Section 5024.1 Title 14; California Code of Regulations [CCR], Section 4852) including the following:

- Criterion A. Is associated with events that have made a significant contribution to the broad patterns of California’s history or cultural heritage;
 - Criterion B. Is associated with the lives of persons important in our past;
 - Criterion C. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of an important creative individual, or possesses high artistic values; or
 - Criterion D. Has yielded, or maybe likely to yield, information important to prehistory or history.
- The fact that a resource is not listed in or determined to be eligible for listing in the California Register of Historical Places or a local register does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

California Register of Historical Resources (CRHR), 1993

The California Register’s purpose is to develop and maintain, “an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” Sites, places, or objects, which are eligible to the National Register, are automatically included in the California Register.

California Health and Safety Code (Section 7050.5)

Section 7050.5 of the California Health and Safety Code (HSC) requires that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlay adjacent remains until the County Coroner has examined the remains. If the Coroner determines that the remains to be those of an American Indian, or has reason to believe that they are those of an American Indian, the Coroner shall contact, by telephone within 24 hours, the Native American Heritage Commission. In addition, any person who mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor.

Local Regulations and Standards

Conservation and Open Space Element (Chapter 5) of the San Diego County General Plan

The Conservation and Open Space Element of the San Diego County General Plan contains goals policies for the protection and preservation of cultural (archaeological and historic) and paleontological resources, as well as unique geologic features.

San Diego County Local Register of Historical Resources, 2002

The San Diego County Local Register's purpose is to develop and maintain, "an authoritative guide to be used by state agencies, private groups, and citizens to identify the County's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Sites, place, or objects which are eligible to the National Register or California Register, are automatically included in the San Diego County Local Register.

Grading, Clearing, and Watercourses Ordinance (Section 87.101 et seq. of the County of San Diego Code of Regulatory Ordinances)

Section 87.429 of the Ordinance requires that grading operations cease if human remains or Native American artifacts are found; Section 87.216(a)(7) requires changes to grading plans/operations if it is determined that historic or archaeological resources may be located on site, in which case avoidance or mitigation will be required; and Section 87.430 requires cessation of grading operations and notification to the County Official if paleontological resources are unearthed.

Historical Resources

Records searches were conducted by the South Coastal Information Center and the San Diego Museum of Man in November 2006 and February 2007, respectively, using a 0.25-mile radius surrounding the project site for built resources, including historic districts, buildings, structures, and objects. Additionally, a site reconnaissance built environment survey was conducted in January 2012. This research resulted in identification of the following five historic resources within the project's area of potential effect (APE):

1. Historic Planned Community of Rancho Santa Fe California Historic Landmark (CHL No. 982);
2. Paseo Delicias Intersections (RSF-PD-1, -2, and -3);
3. Rancho Santa Fe Equestrian Trail (CHL No. 982);
4. Lake Hodges Flume (P-37-023709); and

These five identified historic resources are also shown in Table 3.1.7, and a description of each is provided below.

Historic Planned Community of Rancho Santa Fe (CHL No. 982)

The Historic Planned Community of Rancho Santa Fe is listed in the California Register of Historical Resources (CRHR) and is eligible for inclusion in the National Register of Historic Places (NRHP) at the State and local level under Criteria A, B, and C. CHL No. 982 was designated a landmark in 1989. Approximately 14 of the resource's 6,200 acres are located within the APE of the proposed project. The resource is significant and eligible for NHRP inclusion because it is one of California's first planned communities unified by a single architectural theme, the Spanish Colonial Revival style; for its direct association with Lilian Rice, one of California's first successful female architects, who supervised the development and designed many of the buildings in the community; and for its exceptional planned design in the Spanish Colonial Revival style by master architect Lilian Rice. CHL No. 982 has several component landscapes and elements that are character defining. One of these character-defining elements is the circulation element, which comprises the 52 miles of roads and 45 miles of equestrian trails that relate to CHL No. 982's development in the 1920s. The Paseo Delicias Intersections and the Rancho Santa Fe (RSF) Equestrian Trail Segment (discussed

below) are contributing features to CHL No. 982 because they are representative of the character-defining circulation element of the CHL No. 982. As discussed in the HRER (Appendix G1), the Intersections and Trail Segment are representative, but minor, segments of the circulation element, and are contributing, but not exceptional, features of the circulation element.

Paseo Delicias Intersections (RSF-PD-1, -2, and -3; contributing feature to CHL No. 982)

The Paseo Delicias Intersections historic resource comprises all of the intersections proposed for conversion to roundabouts: El Camino del Norte/Del Dios Highway, El Montevideo/La Valle Plateada, and Via de la Valle/La Fremontia. Although these unexceptional roadway intersections do not exhibit historical or architectural significance individually, they are associated with the design and development of CHL No. 982 (the Historic Planned Community of Rancho Santa Fe) and contribute to its character-defining circulation element.

The boundary of these intersections contains the limits of the roadways within the project area. RSF-PD-1 includes intersecting segments of Paseo Delicias (357 feet), which turns into Del Dios Highway (522 feet) and El Camino del Norte (268 feet) to the north. RSF-PD-2 includes intersecting segments of Paseo Delicias (1,000 feet), El Montevideo (318 feet), and La Valle Plateada (282 feet). RSF-PD-3 includes intersecting segments of Paseo Delicias (707 feet), Via de la Valle (470 feet), La Fremontia (251 feet), and Las Colinas (519 feet). Attributes of these intersections that contribute to the Historic Planned Community of Rancho Santa Fe (CHL No. 982) include their location, two-lane character, and setting; non-contributing attributes include non-period surfaces (i.e., pavement), striping, and signage.

Rancho Santa Fe Equestrian Trail (contributing feature to CHL No. 982)

This resource is one minor segment of CHL No. 982's designated trail system for recreational equestrian use. Equestrian activity has been prevalent throughout Rancho Santa Fe's history, beginning with Spanish ownership and continuing into its early days as a planned rural-residential community. The trails throughout the Rancho Santa Fe Protective Covenant area follow a general pattern, with most running through private property (generally along parcel borders), public rights-of-way associated with community streets and roadways, and small easements through locally owned public property.

The equestrian trail segment is located at the Paseo Delicias/Via de la Valle/La Fremontia intersection. From west to east, the trail segment extends through Parcel No. 266-310-53 to Via de la Valle, crosses Via de la Valle and Las Colinas to a paved easement along the east side of Via de la Valle, crosses Paseo Delicias north into Parcel No. 266-241-41, and then east to the intersection of La Fremontia. The trail continues through a lightly wooded area and then north along La Fremontia to a connection with the golf course loop trail. The segment includes portions that are lined with bare dirt, mulch, and paving, ranging in width from 1.5 to 5 yards.

While the segment does not appear individually eligible for the NRHP or CRHR, it is associated with the design and development of the Historic Planned Community of Rancho Santa Fe (CHL No. 982) and its character-defining circulation element.

Lake Hodges Flume (P-37-023709)

The Lake Hodges Flume was recorded as a historic structure by ASM and Affiliates in 2000. The Lake Hodges Flume is a 4.6-mile-long water conveyance system built between 1917 and 1919 to transport water from Lake Hodges to the San Dieguito Reservoir via ditches, canals, and elevated trellises. It is significant for its association with agricultural and residential development of the north coastal area, its association with the activities of Colonel Ed Fletcher, and its method of construction. The flume, which was determined to be eligible for the NRHP

and CRHR, would have passed through the proposed El Camino del Norte roundabout APE. However, the Rancho Santa Fe Irrigation District, owner of the flume, confirmed that the portion of the flume within the El Camino del Norte APE was replaced with an underground pipe. Furthermore, the 2007 pedestrian survey could not relocate the resource.

H.P. and Florence Johnston House (P-37-091944)

The H.P. and Florence Johnston House was recorded by Ray Brandes in 1991. The resource is a Spanish Colonial Revival residence built in 1926. Lilian Rice designed the home; however, it was not a Rancho Santa Fe Protective Covenant home. It was previously evaluated as not eligible for the NRHP or CRHR due to extensive alterations, although it is listed in the local register due to its design by Lilian Rice, a significant architect. The resource was revisited and appears unchanged since its previous evaluation. It is not eligible for the NRHP or CRHR.

Archaeological Resources

Records searches also revealed that 15 prehistoric archaeological resources have been recorded within 1 mile of the project's Area of Direct Impact (ADI). Of these, two are within 0.25 mile of the ADI; one consists of a sparse artifact scatter of ceramics, scrapers, flakes, and mano fragments and the other consists of a sparse artifact scatter of flakes and groundstone fragments.

An intensive pedestrian archaeological field survey of the ADI and adjacent areas was conducted by EDAW archaeologists on May 21, 2007. A total of 13.8 acres was surveyed and included 5.6 acres of the 5.8-acre ADI (0.2 acre of the ADI was not surveyed due to inaccessibility or a slope greater than 30 percent). The field survey did not identify any archaeological resources.

In addition to the records searches, the California Native American Heritage Commission (NAHC) was contacted in December 2006 to conduct a sacred lands search. The result of the sacred lands search was negative, which means that no sacred lands exist within 100 feet of the ADI.

Paleontological Resources

Sedimentary rock deposits, such as those that occur at the project site, have the potential to contain fossils within sediment layers that were deposited and compacted over millions of years. County paleontological sensitivity mapping shows the El Camino del Norte intersection to contain soil formations of moderate and high sensitivity for the presence of fossils, and both the El Montevideo/La Valle Plateada and Via de la Valle/La Fremontia intersections to contain soil formations of high sensitivity. Analysis of Project Effects and Determination as to Significance

3.1.4.2 Analysis of Project Effects and Determination as to Significance

Guidelines for Determining Significance

Significance thresholds for cultural resources are derived from Appendix G of the State CEQA Guidelines and County of San Diego Guidelines for Determining Significance (County of San Diego 2007c). A significant impact on cultural resources would occur if the project would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. This shall include the destruction, disturbance or any alteration of characteristics or elements of a resource that cause it to be significant in a manner not consistent with the U.S. Secretary of Interior Standards.

2. Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the State CEQA Guidelines. This shall include the destruction or disturbance of an important archaeological site or any portion of an important archaeological site that contains or has the potential to contain information important to history or prehistory.
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
4. Disturb any human remains, including those interred outside of formal cemeteries.

Historical and Archaeological Resources

Guidelines for Determining Significance

A significant impact on cultural resources would occur if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. This shall include the destruction, disturbance or any alteration of characteristics or elements of a resource that cause it to be significant in a manner not consistent with the U.S. Secretary of Interior Standards.
- Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the State CEQA Guidelines. This shall include the destruction or disturbance of an important archaeological site or any portion of an important archaeological site that contains or has the potential to contain information important to history or prehistory.

Analysis

Historical Resources

The H.P. and Florence Johnston House was not determined to be eligible for inclusion in the NRHP or CRHR. The H.P. and Florence Johnston House is listed in the local register due to its design by Lilian Rice, a significant architect. However, any disturbance to the property would be limited to minimal vegetation removal outside of the property fencing and would not result in the destruction, disturbance, or any alteration of characteristics or elements that contribute to the potential significance of this resource. In addition, the project design includes the restoration of landscape and vegetation within temporarily impacted areas. Therefore, any potential impacts on this resource would be **less than significant**. Also, because the portion of the Lake Hodges Flume within the El Camino del Norte APE has been replaced by an underground pipe, **no impacts** would occur on that resource.

Three significant resources that could potentially be impacted by the project are located within the APE: CHL No. 982, a historical resource which is listed in the CRHR, and two of its contributing features – the Paseo Delicias Intersections and the RSF Equestrian Trail Segment.

The project would alter the Paseo Delicias Intersections by expanding their footprints, slightly shifting their alignments, realigning one street (Las Colinas at Via de la Valle) and modifying the La Fremontia/Paseo Delicias intersection to a cul-de-sac. The project would reorient the method of navigating the intersections and would change the appearance of the intersections by introducing roundabout, cul-de-sac, lighting, and landscaping features.

The contributing attributes of the Paseo Delicias Intersections are location, rural character, and setting. Minor shifts in the alignments would not significantly alter the intersections' locations. However, the closing of the southwestern intersection of Paseo Delicias/La Fremontia and the

realignment of Las Colinas would partially alter the location of the Via de la Valle/La Fremontia intersection (RSF-PD-3). The reorientation of traffic and introduction of new features to the intersections would alter the character of the intersections, thus diminishing their representation of the circulation element. Also, removal of vegetation would alter the current setting of the intersections. However, the project design has taken the preservation of the intersections' character into consideration. By maintaining the roadway's geometry between the intersections, limiting urban-type improvements, maintaining the width and number of travel lanes, incorporating unobtrusive lighting features and new and restored landscaping features that are consistent with the surrounding existing landscaping, and maintaining the general pattern of the roads, the project impacts on the intersections' character would be reduced. The proposed alterations are not sufficiently incompatible or of a scale to constitute an alteration to the circulation element in a manner not in keeping with the Secretary of Interior Standards, or to constitute a substantial adverse change to CHL No. 982 as a historical resource, overall.

The project would alter the RSF Equestrian Trail Segment at the Via de la Valle/La Fremontia and El Camino del Norte intersections. At the Via de la Valle/La Fremontia intersection, a portion of the trail would be realigned along the realigned east side of Las Colinas and Via de la Valle and would introduce new combined equestrian/pedestrian crosswalk features at Las Colinas and Paseo Delicias. At the El Camino del Norte intersection, a new equestrian crossing would be installed west of the intersection to connect other existing trail segments that do not currently have an established equestrian crossing to traverse Paseo Delicias.

The contributing attributes of the RSF Equestrian Trail Segment are location, function, naturalistic appearance, and setting. The project would minimally alter the location of the trail segment by shifting it alongside the new Las Colinas alignment and rerouting it to provide access to the proposed crosswalk at the Via de la Valle/La Fremontia intersection. Its function as an equestrian trail would remain the same, if not improved. The project would alter the trail segment in a section that is currently paved, does not exhibit a naturalistic appearance, and is transitional between the trail extensions into Parcel No. 266-310-53 and Parcel No. 266-241-41. Portions of the trail segment with the naturalistic appearance of dirt or mulch-covered pathways would remain. Removal of vegetation would alter the current setting of the intersections, but this would be a temporary impact because the project design includes restoration of the landscape and vegetation. These alterations would not significantly alter the RSF Equestrian Trail Segment's contributing attributes, diminish its contribution to the circulation element, constitute an alteration to the circulation element in a manner not consistent with the Secretary of Interior Standards, nor constitute a substantial adverse change to the historical resource, CHL No. 982.

In summary, project impacts would diminish the Paseo Delicias Intersections' contributing attributes to the character-defining circulation element of the historical resource, CHL No. 982. However, although the Paseo Delicias Intersections are representative, they are only minor segments of the road network component of CHL No. No. 982's circulation element, and are contributing, but not exceptional, features of the character-defining circulation element. The proposed alterations to the Paseo Delicias Intersections are not sufficiently incompatible or of a scale to constitute an alteration to the character-defining circulation element in a manner that would not be in keeping with the Secretary of Interior Standards, or to constitute a substantial adverse change to CHL No. 982 as a historical resource, overall. The project would not impact CHL No. 982's ability to convey its significant historical and architectural associations. Project impacts on the historical resource would be ***less than significant***.

Archaeological Resources

Based on the results of the records searches, site inspections and contact with the California Native American Heritage Commission, it was determined that the project site is not likely to

contain archaeological resources. Therefore, the construction and operation of the proposed project would not cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the State CEQA Guidelines, and there would be **no impact** on archaeological resources.

Paleontological Resources

Guideline for the Determination of Significance

A significant impact on cultural resources would occur if the project would:

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

Analysis

The proposed roadway improvements would maintain the existing grade of Paseo Delicias with only minor excavation required to transition the proposed grades at these intersections to the existing off-site grades. The maximum depth of excavation would be approximately five feet for the roadway work. The proposed roundabouts consist of landscaping or native vegetation that are approximately at grade with the existing roadway. No areas of rock outcrops, abrupt elevation changes, or other unique geologic features are located within or near the proposed improvements.

The County's paleontological guidelines state that paleontological resources are most likely to be encountered in or below the substratum horizon where parent soil materials are intact. Typically, soils above the substratum horizon have been eroded by water and root damage, causing fossils to decompose. However, fossils could still occur much nearer the surface, particularly along mesa tops. Paseo Delicias runs along a ridgeline separating two drainage basins and with sedimentary deposits occurring in the substratum. As such, the potential exists for fossils to be located near the surface. However, the substratum in the project area is estimated to be over 20 feet below the surface, which is far below the project's maximum five foot depth of excavation. Grading and excavation activities would occur in areas previously disturbed and would not penetrate into the substratum horizon and because there are no unique geologic features in the vicinity of the project site, the project would have **no impact** on paleontological resources or unique geological features.

Disturbance to Human Remains

Guideline for the Determination of Significance

A significant impact on cultural resources would occur if the project would:

- Disturb any human remains, including those interred outside of formal cemeteries.

Analysis

Based on the results of the records searches, site inspections and contact with the California Native American Heritage Commission (NAHC), no archaeological sites, including burial sites, are located within the project site boundaries. As outlined in State CEQA Guidelines Section 15064.5, in the event that human remains are discovered during construction of the project, the County would work with the appropriate Native American tribe through consultation with the NAHC as provided in Public Resources Code Section 5097.98 to ensure that all human remains and any items associated with Native American burials would be appropriately treated or

disposed of with dignity. Therefore, the project would have **no impact** on known human remains, including those interred outside of formal cemeteries.

3.1.4.3 **Cumulative Impact Analysis**

Based on a review of past, present, and reasonably anticipated future projects in the project area, no current or reasonably foreseeable future projects would involve changes to features of the circulation element or any contributing elements of CHL No. 982; therefore, there would be no potentially cumulative impacts on the historical resource. Of the cumulative projects identified in Table 1.2, archaeological resources were identified for The Bridges project (cumulative project #3), which was evaluated in an EIR prepared in 1999 and the project has now been constructed. Also, the Rancho Santa Fe Senior Community Center (cumulative project #5), the Quantum Estates II project (cumulative project #7) and the Osuna Ranch Minor Subdivision, Major Use Permit (cumulative project #10), and Palma de la Reina (cumulative project #12) identified potential impacts on cultural resources; however, none of these projects would affect any of the contributing elements of CHL No. 982. Because the project's contribution to cumulative cultural resource impacts would not combine with any present or reasonably foreseeable future projects, cumulative impacts as a result of the proposed project would be **less than significant**.

3.1.4.4 **Conclusions**

The project would not impact the ability of CHL No. 982, including the RSF Equestrian Trail Segment and the Paseo Delicias Intersections, to convey its significant historical and architectural associations; therefore, impacts on these three identified cultural resources would be **less than significant**. In addition, three residential properties within the APE were determined not eligible for NRHP or CRHR, including the H.P. and Florence Johnston House; it was determined that the project's potential impact on these properties would be **less than significant**. Also, because the project would not excavate beyond five feet, there is **no impact** as it relates to the destruction of a unique paleontological resource. Based on the results of the records searches, site inspections, and contact with the California Native American Heritage Commission, the project would have **no impact** on archaeological resources, including prehistoric human remains.

Table 3.1.7
Resources within the APE

No.	Resource	Description	Year Constructed
1	CHL No. 982	Historic Planned Community of Rancho Santa Fe; cultural landscape	1906–1928
2	Paseo Delicias Intersections	RSF-PD-1 (El Camino del Norte/Del Dios Highway) RSF-PD-2 (El Montevideo/La Valle Plateada) RSF-PD-3 (Via de la Valle/La Fremontia)	1880s–1920s
3	RSF Equestrian Trail	Equestrian Trail Segment	c. 1940
4	P-37-023709	Lake Hodges Flume	1917–1919
5	P-37-091944	H.P. and Florence Johnston House, 7052 La Valle Plateada	1926

3.1.5 Geology and Soils

This section discusses impacts on geology and soils, and includes a discussion on geologic hazards. The information and analysis herein have been compiled based on geotechnical and soils maps maintained by the California Department of Conservation and the County Department of Planning and Land Use.

3.1.5.1 Existing Conditions

Geologic Structure and Soil Type

The geologic structure of the project area is defined by sedimentary rock deposits from the Tertiary period, which lasted from 65 million years to 1.8 million years before the present time. During this period, soil sediments were progressively compacted and, under pressure from upper layers of sediments, were converted to rock by the process of lithification. Soil types in the project area are primarily Huerhuero loams, 2 to 9 percent slopes and 15 to 30 percent slopes. Also present are Altamont clay, 5 to 9 percent slopes and 9 to 15 percent slopes, and San Miguel rocky silty loam, 9 to 30 percent slopes (United States Department of Agriculture 1973).

Faulting and Seismicity

A pre-Quaternary fault, which is the oldest and least potentially active type of fault zone, is located north of the project site, extending northeast from the San Dieguito Reservoir. The closest active fault, Elsinore Fault, is approximately 30 miles to the east. The Probabilistic Seismic Hazards Map on the California Department of Conservation website (2008b) shows the project to be located in an area that is expected to be subject to less frequent and lower levels of shaking from earthquakes.

Liquefaction

Liquefaction is caused by the vibration of unconsolidated sediment (e.g., loose fine sand or silt) that is saturated with water. Severe ground shaking during an earthquake may cause such saturated soils to flow like a liquid. Any building or structure built on the saturated soils may float, sink, or tilt. These conditions are most likely to occur in areas such as in broad river valleys or adjacent to lagoons. There are no mapped "Potential Liquefaction Areas" within the immediate project area.

Landslides

Landslides occur when masses of earth and rock move downslope as a unit. This can occur as a result of grading activities that undermine slope stability, saturation of the slope with water, and vibration during an earthquake. Steeper slopes with greater height are more susceptible to failure. There are no severely steep slope conditions in the immediate project area that would cause the project site to be susceptible to landslides resulting from any of these occurrences.

Regulatory Setting

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed into law following the destructive February 9, 1971, San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep.

The Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single-family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires.

Local

County of San Diego Code of Regulatory Ordinances Grading, Clearing, and Watercourses Ordinance (Section 87.101 et seq.)

The San Diego County Grading, Clearing, and Watercourses Ordinance, effective November 11, 2011, regulates the design and practice of grading, clearing, and filling of land through establishment of design requirements and procedures, including grading plan check and site inspections, and applies to any activity in the County that involves the operation of grading or clearing equipment. Chapter 4 of the Ordinance contains design standards and performance requirements for maximum slope cuts, fill activities, setbacks, and drainage and erosion.

3.1.5.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The following significance thresholds for geology and soils are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on geology and soils would occur if the project would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
2. Result in substantial soil erosion or the loss of topsoil.

3. 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 on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
4. 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.
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Fault Rupture and Seismic Ground Shaking

Guidelines for the Determination of Significance

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

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
 - Strong Seismic Ground Shaking.

Analysis

No Alquist-Priolo Earthquake Fault Zones are located within the project area. Although ground movement from earthquakes is likely occur in the project area, the project does not include the construction of any buildings or other habitable structures that may be especially susceptible to seismic ground shaking; therefore, potential effects would be limited to pavement cracking or soil movement. Impacts from fault rupture and seismic ground shaking would be **less than significant**.

Seismic-Related Ground Failure and Liquefaction

Guideline for the Determination of Significance

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

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

Analysis

The project site is not within a mapped "Potential Liquefaction Area," which indicates that the liquefaction potential at the site is low. Also, the site is not underlain by poor artificial fill or located within a floodplain. Because liquefaction potential at the site is low, earthquake-induced lateral spreading is not considered to be a seismic hazard at the site. Therefore, impacts from seismic-related ground failure, including liquefaction, would be **less than significant**.

Landslides

Guidelines for the Determination of Significance

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

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

Analysis

The project is not located within a State- or County-defined landslide hazard zone. Also, the site and surroundings are relatively flat. Because the geologic environment has a low probability to become unstable, impacts from landslide hazard are anticipated to be ***less than significant***.

Erosion, Ground Stability and Soils

Guidelines for the Determination of Significance

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

- Result in substantial soil erosion or the loss of topsoil.
- 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 on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Analysis

Construction of the proposed roadway improvements would maintain the existing grade of Paseo Delicias and would require only limited grading for construction of the three roundabouts. For the El Camino del Norte roundabout, the maximum depth of excavation for roadway work would be approximately 5 feet and two retaining walls up to 10 feet high would be installed for areas of fill soils or cut slope stabilization. The proposed minimal ground disturbance would not induce soil instability. Grading for the project would be engineered and implemented in compliance with the County Grading, Clearing, and Watercourse Ordinance (County of San Diego 2004), which contains design standards and regulations for maximum slope angles, compaction, use of fill materials, erosion prevention, drainage facilities and planting of all slopes greater than 3 feet in height. Also, the project design includes revegetation of temporarily disturbed areas for stabilization. The project site would not become geologically unstable as a result of the project nor would it cause landslide, lateral spreading, subsidence, liquefaction or collapse. In addition, no expansive soils exist on the project site and no septic tanks or alternative waste water disposal systems are proposed or required. Therefore, impacts on erosion, ground stability, and soils would be ***less than significant***.

3.1.5.3 Cumulative Impact Analysis

Table 1.2 summarizes the cumulative projects that have the potential to contribute to a cumulative impact. Each cumulative project is depicted on Figure 1.7. Potential cumulative geologic impacts (considering all proposed and in-progress development in the project area) consist of loss of unique geologic features, substantial alteration of the topography, or triggering or acceleration of erosion or slope failures. Seismic impacts (ground shaking or ground failure) are not cumulative and geotechnical conditions are localized and generally unique to each site. The projects within the cumulative impact study area are required to either avoid construction on dangerous geotechnical formations or incorporate design treatments to avoid potential

cumulative geotechnical hazards from impacting other projects. Construction of the proposed project would require only relatively minor grading that would not result in substantial landform alteration that might contribute to cumulative geologic impacts. Therefore, adverse cumulative geotechnical conditions resulting from cumulative projects would not exist, and cumulative impacts are ***less than significant***.

3.1.5.4 Conclusions

The location and type of soils occurring in the project area and other geotechnical considerations do not impose geologic hazards at the project site. In addition, the limited amount of grading required at each intersection and compliance with the County Grading, Clearing, and Watercourse Ordinance would ensure significant impacts related to geology and soils would not occur. Therefore, potential impacts on geology and soils would be ***less than significant***.

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3.1.6 Greenhouse Gas Emissions

This section discusses potential impacts related to greenhouse gas (GHG) emissions. The information and analysis herein was conducted consistent with the requirements of State CEQA Guidelines Appendix G and the DPW Director's Letter of Instruction titled, *Interim Guidance for Addressing Climate Change in CEQA Documents for County of San Diego Department of Public Works Projects* (Interim Guidance; DLI-ES-L; August 2009).

3.1.6.1 Existing Conditions

Global Climate Change Overview

GHG emissions are said to contribute to 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 global climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the following: (1) the burning of fossil fuels (during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, and other activities), (2) deforestation, (3) agricultural activity, and (4) solid waste decomposition. This increasing temperature phenomenon is known as "global warming," and the climatic effect is known as "climate change" or "global climate change."

Climate change is a recorded change in the average weather of the earth measured by variables such as wind patterns, storms, precipitation, and temperature. Historical records show that global temperature changes have occurred naturally in the past, such as during previous ice ages. Of the 12 years from 1995 to 2006, 11 rank among the warmest years in the instrumental record of global surface temperature (since 1850). An increase in global surface temperature of 0.74 degree Celsius (°C) occurred during the 100-year period from 1906 to 2005.

As reported by the Intergovernmental Panel on Climate Change (IPCC), recent scientific research indicates with very high confidence (i.e., at least 90% confidence) that the rate and magnitude of current global temperature changes are anthropogenic and that global warming will lead to adverse climate change effects around the globe (IPCC 2007). Anthropogenic effects, processes, objects, or materials are those that are derived from human activities, as opposed to those occurring in natural environments without human influence.

Greenhouse Gases

Atmospheric gases and clouds influence the earth's temperature by absorbing infrared radiation that rises from the earth's sun-warmed surface, which would otherwise escape into space. This process is commonly known as the "greenhouse effect." GHGs are emitted by both natural processes and human activities. The earth's surface temperature averages about 58 degrees Fahrenheit (°F) because of the greenhouse effect. Without it, the earth's average surface temperature would be somewhere around an uninhabitable 0°F (Henson 2006). The resulting balance between incoming solar radiation and outgoing radiation from both the earth's surface and atmosphere keeps the planet at a habitable temperature.

GHGs, as defined under California's Assembly Bill (AB) 32, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Anthropogenic emissions of GHGs into the atmosphere enhance the greenhouse effect by absorbing additional infrared radiation, thereby trapping more radiation in

the atmosphere and causing the temperature to increase. According to the California Energy Commission (CEC) the most common GHG is CO₂, which constitutes approximately 84% of all GHG emissions in California (CEC 2006). Worldwide, California ranks as the 16th largest emitter of CO₂ and is responsible for approximately 2% of the world's CO₂ emissions (CEC 2006).

GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. While pollutants with localized air quality effects have relatively short atmospheric lifetimes (generally on the order of a few days), GHGs have relatively long atmospheric lifetimes, ranging from 1 year to several thousand years. The long atmospheric lifetimes allow for GHGs to disperse around the globe. In addition, the impacts of GHGs are borne globally, as opposed to the localized air quality effects of criteria air pollutants and TACs.

GHGs vary widely in the power of their climatic effects; therefore, climate scientists have established a unit called global warming potential (GWP). The GWP of a gas is a measure of both potency and lifespan in the atmosphere as compared to CO₂. For example, since CH₄ and N₂O are, respectively, approximately 21 and 310 times more powerful than CO₂ in their ability to trap heat in the atmosphere, they have GWPs of 21 and 310 (CO₂ has a global warming potential of 1). Carbon dioxide equivalent (CO₂e) is a quantity that enables all GHG emissions to be considered as a group despite their varying GWP. The GWP of each GHG is multiplied by the prevalence of that gas to produce CO₂e.

GHG Emission Inventories

Global

In the 2007 IPCC Synthesis Report, global anthropogenic GHG emissions were estimated to be 49,000 million metric tons (MMT) of CO₂e¹ in 2004, which is 24% greater than 1990 emissions levels.). Six countries (United States, China, Russian Federation, India, Japan, and Germany) and the European Community accounted for approximately 67.5 percent of the total global emissions in year 2000 (World Resources Institute 2005).

Federal

The United States was the world's second highest producer of greenhouse gas emissions in 2007, after China (U.S. Energy Information Administration 2011). Based on GHG emissions in 2005, six of the states—Texas, California, Ohio, Pennsylvania, Florida, and Illinois, in ranked order—would each rank among the top 25 GHG emitters internationally (World Resources Institute 2008). The EPA estimates that total U.S. GHG emissions for 2009 amounted to 6,633.2 MMT of CO₂e, which is 5.6% greater than 1990 levels but 6.7% lower than 2008 levels. The primary greenhouse gas emitted by human activities in the United States was CO₂, representing approximately 85% of total GHG emissions. CO₂ from fossil fuel combustion, the largest source of United States GHG emissions, accounted for approximately 79% of U.S. GHG emissions (USEPA 2011).

State

Based on the 2008 GHG inventory data (the latest year available) compiled by the California Air Resources Board (CARB) for the California 1990 GHG emissions inventory, California emitted

¹ The CO₂ equivalent emissions are commonly expressed as “million metric tons of carbon dioxide equivalent (MMTCO₂e).” The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP, such that MMTCO₂e = (million metric tons of a GHG) x (GWP of the GHG). For example, the GWP for methane is 21. This means that emissions of one million metric tons of methane are equivalent to emissions of 21 million metric tons of CO₂.

478 MMTCO₂e, including emissions resulting from out-of-state electrical generation. The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture, and other sources, which include commercial and residential activities. These primary contributors to California's GHG emissions and their relative contributions are presented in Table 3.1.8 (CARB 2010).

Local

A regional GHG inventory was prepared by the University of San Diego School of Law, Energy Policy Initiative Center (Anders et al. 2008). This San Diego County GHG inventory takes into account the unique characteristics of the region in calculating emissions. The total estimated GHG emissions for San Diego County in 2006 were 34 MMTCO₂e. The full inventory of estimated GHG emissions for 2006 is shown in Table 3.1.9.

In comparison, a gross calculation by the San Diego Air Pollution Control District (SDAPCD) estimated County GHG emissions to be 38.7 MMTCO₂e per year. This is based on proportioning the 2004 State of California GHG emission inventory (approximately 479.7 MMTCO₂e per year) for a population of approximately 36.5 million to the County population of approximately 2.94 million (SDAPCD 2008).

Regulatory Setting

Federal

The U.S. Environmental Protection Agency (USEPA) is the federal agency responsible for implementation of the Clean Air Act (CAA). The U.S. Supreme Court ruled on April 2, 2007, that CO₂ is an air pollutant as defined under the CAA, and that the USEPA has the authority to regulate emissions of GHGs. There are no federal regulations or policies regarding GHG emissions applicable to the proposed project.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the USEPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO₂ per year. This publically available data will allow the reporters to track their own emissions, compare them to similar facilities and aid in identifying cost-effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHG along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule. The first report reports were released by the EPA in January 2012, covering 6,700 entities.

Update to Corporate Average Fuel Economy Standards (2009)

The new Corporate Average Fuel Economy (CAFE) standards incorporate stricter fuel economy standards promulgated by the State of California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25% by 2016.

Further, the USEPA, National Highway Traffic Safety Administration (NHTSA) and CARB are currently working together on a joint rulemaking to establish GHG emissions standards for 2017 to 2025 model year passenger vehicles, which require an industry-wide average of 54.5 miles per gallon in 2025 (USEPA et al. 2011). The official proposal was released by both the USEPA

and NHTSA on December 1, 2011, and the public comment period ended on February 13, 2012 (USEPA et al. 2011).

“Endangerment” and “Cause or Contribute” Findings for Greenhouse Gases under the Clean Air Act

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the CAA.

1. Endangerment Finding: that the current and projected concentrations of the greenhouse gases in the atmosphere threaten the public health and welfare of current and future generations.
2. Cause or Contribute Finding: that the combined emissions of greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

Although the Endangerment Finding in itself does not place requirements on industry, it is an important step in the USEPA’s process to develop regulation. This action is a prerequisite to finalizing the USEPA’s proposed greenhouse gas emission standards for light-duty vehicles, as described above.

U.S. EPA and NHTSA National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Medium and Heavy Duty Engines and Vehicles

On August 9, 2011, the USEPA and the NHTSA announced a new national program to reduce GHG emissions and improve fuel economy for new medium and heavy duty engines and vehicles sold in the U.S. The USEPA and NHTSA finalized a joint rule that established a national program consisting of new standards for engines in model years 2014 through 2018. The agencies estimate that the combined standards will reduce CO₂ emissions by about 270 million metric tons (MMT) and save about 530 million barrels of oil over the life of vehicles built for the 2014 to 2018 model years.

State

The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988.

Various statewide and local initiatives to reduce the state’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social and economic effects in the long-term. Because every nation emits GHGs and, therefore, makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG generation to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Regulations directly applicable to the proposed project are described below.

Executive Order S-3-05 (2005)

Executive Order (EO) S-3-05 is designed to reduce emissions 2000 levels by 2010, the 1990 levels by 2020, and to 80% below the 1990 levels by 2050. Executive orders are binding only on state agencies. Accordingly, EO S-03-05 will guide state agencies’ efforts to control and regulate GHG emissions but will have no direct binding effect on local government or private

actions. The Secretary of the Cal/EPA is required to report to the Governor and state legislature biannually on the impacts of global warming in California, mitigation and adaptation plans, and progress made toward reducing GHG emissions to meet the targets established in this executive order.

Assembly Bill 1493 – Pavley Rules (2002, 2009 amendment)/Advanced Clean Cars (2011)

Known as “Pavley I,” AB 1493 standards are the nation’s first GHG standards for automobiles. AB 1493 required the CARB to adopt vehicle standards that will lower GHG emissions from new light duty autos to the maximum extent feasible beginning in 2009. Additional strengthening of the Pavley standards (referred to previously as “Pavley II,” now referred to as the “Advanced Clear Cars” measure) has been proposed for vehicle model years 2017–2020. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 and reduce GHG emissions from the transportation sector in California by approximately 14%. In June 2009, the USEPA granted California’s waiver request enabling the state to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

The USEPA and CARB are currently working together to on a joint rulemaking to establish GHG emissions standards for 2017 to 2025 model year passenger vehicles. The Interim Joint Technical Assessment Report for the standards evaluated four potential future standards ranging from 47 and 62 miles per gallon in 2025 (USEPA et al. 2010). The official proposal was released by both the USEPA and CARB on December 7, 2011, and was unanimously approved by the CARB on January 26, 2012, (CARB 2012).

Assembly Bill 32, the California Global Warming Solutions Act of 2006/2011 Update

AB 32 codified the state’s GHG emissions target by requiring that the State’s global warming emissions be reduced to 1990 levels by 2020. Since being adopted, the ARB, the CEC, the California Public Utilities Commission (CPUC), and the Building Standards Commission have been developing regulations that will help meet the goals of AB 32 and EO S-03-05. The Scoping Plan for AB 32 identifies specific measures to reduce GHG emissions to 1990 levels by 2020, and requires the ARB and other state agencies to develop and enforce regulations and other initiatives for reducing GHGs. Specifically, the Scoping Plan articulates a key role for local governments, recommending they establish GHG reduction goals for both their municipal operations and the community consistent with those of the state (i.e., approximately 15% below current levels).

In March 2011, a San Francisco Superior Court enjoined the implementation of ARB’s Scoping Plan, finding the alternatives analysis and public review process violated both CEQA and ARB’s certified regulatory program (Association of Irrigated Residents, et al. v. California Air Resources Board, Case No. CPF-09-509562, March 18, 2011). In response to this litigation the ARB adopted the new CEQA document, Final Supplement to the AB32 Scoping Plan Functional Equivalent Document on August 24, 2011. CARB staff re-evaluated the baseline in light of the economic downturn and updated the projected 2020 emissions to 545 MMT CO₂e. Two reduction measures (Pavley I and the Renewables Portfolio Standard [12%–20%]) not previously included in the 2008 Scoping Plan baseline were incorporated into the updated baseline, further reducing the 2020 statewide emissions projection to 507 MMT CO₂e. The updated forecast of 507 MMT CO₂e is referred to as the AB 32 2020 baseline. Reduction of an estimated 80 MMT CO₂e is necessary to reduce statewide emissions to the AB 32 target of 427 MMT CO₂e by 2020, which is approximately 11% below existing (2006–2008 average) and 21% below 2020 BAU (CARB 2011a).

EO S-1-07-Low Carbon Fuel Standard (2007)

EO S-01-07 essentially mandates: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020; and (2) that a LCFS for transportation fuels be established in California.²

Senate Bill 97

SB 97, signed August 2007, acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency, guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA by July 1, 2009. The Resources Agency was required to certify or adopt those guidelines by January 1, 2010. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the State CEQA Guidelines for GHG emissions, as required by SB 97. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). The ARB, in consultation with MPOs, has provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. For the SANDAG region, the ARB has identified a 7% reduction in emissions from passenger vehicles and light trucks by 2020, and 13% by 2035. The 2050 Regional Transportation Plan (RTP) and SCS were adopted by SANDAG on October 28, 2011. The SCS details how the region will reduce greenhouse gas emissions to state-mandated levels over time. The inclusion of the SCS is required by SB 375, and the San Diego region is the first in California to produce an RTP with an SCS. The SCS also included general provisions for streamlining CEQA review for some infill residential/mixed-use and transit priority projects (SANDAG 2011).

California Cap-and-Trade

Pursuant to the directives of AB 32, the ARB approved measures on December 16, 2010, to enact a GHG Cap-and-Trade program for the state of California. The California Cap-and-Trade program would create a CO₂ market system with a GHG emissions cap that will be decreased over time. Building on the data required by the 2007 California Mandatory GHG Reporting rule, only stationary sources that emit more than 25,000 metric tons (MT) of CO₂e per year would be affected by the Cap-and-Trade program. These sources include mostly large operations such as power plants, refineries, cement plants, hydrogen production facilities, and other large, stationary sources. Official rulemaking associated with achieving this emissions cap was

² CARB approved the LCFS on April 23, 2009, and the regulation became effective on January 12, 2010 (CARB 2011). The U.S. Fresno Federal District court ruled in December 2011 that the LCFS violates the Commerce Clause of the U.S. Constitution and issued an injunction preventing California from implementing the LCFS. CARB appealed this ruling in early January, 2012. While the legal issues are being resolved, given the pending appeal by CARB, it is assumed for the time being that the LCFS will be ultimately implemented by 2020 as proposed. If the LCFS were ultimately to be blocked from implementation due to federal legal constraints, the significance determinations herein would not be affected because unmitigated project calculations herein do not include LCFS reductions.

adopted by January 1, 2011, and adopted the final Cap-and-Trade regulation and adaptive management plan on October 20, 2011. The actual program commenced in January 2012, and compliance is set to begin in January 2013.

County

General Plan

The San Diego County General Plan (August 2011) contains numerous goals and policies in the Land Use, Mobility, Conservation and Open Space, and Housing Elements to address climate change. Such Goals and Policies include, but are not limited to, the following:

- Policy LU-4.1 – Regional Planning. Participate in regional planning to ensure that the unique communities, assets, and challenges of the unincorporated lands are appropriately addressed with the implementation of the planning principles and land use requirements, including the provisions of SB375.
- Goal LU-5 – Climate Change and Land Use. A land use plan and associated development techniques and patterns that reduce emissions of local greenhouse gases in accordance with state initiatives, while promoting public health.
- Goal M-8 – Public Transit System. A public transit system that reduces automobile dependence and serves all segments of the population.
- Goal M-9 – Bicycle and pedestrian networks and facilities that provide safe, efficient, and attractive mobility options as well as recreational opportunities for County residents.
- Policy COS-10.7 - Recycling of Debris. Encourage the installation and operation of construction and demolition (C&D) debris recycling facilities as an accessory use at permitted (or otherwise authorized) mining facilities to increase the supply of available mineral resources
- Goal COS-14 - Sustainable Land Development. Land use development techniques and patterns that reduce emissions of criteria pollutants and GHGs through minimized transportation and energy demands, while protecting public health and contributing to a more sustainable environment.
- Goal CoS-15 - Sustainable Architecture and Buildings. Building design and construction techniques that reduce emissions of criteria pollutants and GHGs, while protecting public health and contributing to a more sustainable environment.
- Goal COS-16 - Sustainable Mobility. Transportation and mobility systems that contribute to environmental and human sustainability and minimize GHG and other air pollutant emissions.
- GOAL COS-18 - Sustainable Energy. Energy systems that reduce consumption of non-renewable resources and reduce GHG and other air pollutant emissions while minimizing impacts to natural resources and communities.
- Policy H-1.3 - Housing near Public Services. Maximize housing in areas served by transportation networks, within close proximity to job centers, and where public services and infrastructure are available.

Interim Guidance for Addressing Climate Change in CEQA Documents for County of San Diego Department of Public Works Projects (Interim Guidance)

SB 97 directs the OPR to prepare guidelines for the feasible mitigation of GHG emissions or for the effects of GHG emissions for evaluation under CEQA. In June 2008, the OPR published a Technical Advisory, *CEQA AND CLIMATE CHANGE: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*. This document was important because it stated that climate change should be addressed in every CEQA document. As a result, Appendix G of the State CEQA Guidelines has been revised to include thresholds for greenhouse gas emissions. The thresholds are not quantitative, thereby leaving the setting of specific standards to the state and local agencies.

Absent clear direction from the State of California, but recognizing the need to address the global climate change issue in CEQA documents, the County developed the Interim Approach to Addressing Climate Change in CEQA Documents (May 7, 2010) for addressing climate change for privately initiated discretionary projects. This approach does not apply to County Department of Public Works (DPW) projects. Therefore, DPW has developed further guidance on addressing climate change for Public Works projects in the form of a Director's Letter of Instruction (DLI) titled *Interim Guidance for Addressing Climate Change in CEQA Documents for County of San Diego Department of Public Works Projects (Interim Guidance)* dated August 27, 2009. The purpose of the document is to provide guidance to DPW staff and consultants in addressing the potential impacts of proposed DPW projects on global climate change and GHG emissions in CEQA documents. The guidance is limited to DPW projects, and is intended to be applicable in its present form until formal requirements or guidelines are adopted by the State, SDAPCD, or the County. Climate change is a global phenomenon and no individual project that might be undertaken by DPW could directly affect global climate change. Therefore, all climate change impact assessments for DPW projects address the issue of whether the impacts could be cumulatively significant. Because global climate change is a cumulative phenomenon and AB 32 requires reduction of GHG emissions to 1990 levels by 2020, all DPW projects require consideration of GHG reducing design measures to reduce GHG emissions.

The Interim Guidance applies to all DPW projects, broken into the following categories: new roads and road improvements, flood control facilities/culvert replacement, and airport improvements.

Screening criteria have been developed to identify projects that, because of their relatively small size or other characteristics, may be determined to have a less than significant impact and not require further detailed analysis. For example, road improvement projects that would reduce congestion and increase average vehicle speeds do not require a project specific analysis. The specific screening criteria from the Interim Guidance are included in Table 3.1.10.

Climate Action Plan (CAP)

The County is also preparing a Climate Action Plan (CAP) as well as Thresholds and Guidelines for determining significance for GHGs and climate change. The Draft CAP dated February 2012 is intended, in part, to address the issues of growth and climate change, decrease traffic congestion, improve air quality, and encourage more efficient use of energy and water, and the Draft Guidelines for Determining Significance are currently out for public review.

Due to the interim and draft status of the available County guidance documents, climate change policies are subject to change.

3.1.6.2 **Analysis of Project Effects and Determination of Significance**

Guidelines for the Determination of Significance

The following significance thresholds for impacts caused by generation of greenhouse gas emissions are based on criteria provided in Appendix G of the State CEQA Guidelines and the DPW Director's Letter of Instruction titled *Interim Guidance for Addressing Climate Change in CEQA Documents for County of San Diego Department of Public Works Projects* (Interim Guidance) dated August 27, 2009. A significant impact on greenhouse gas emissions would occur if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Direct and Indirect GHG Emissions

Guideline for the Determination of Significance

A significant impact on greenhouse gas emissions would occur if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Analysis

The proposed project was screened using the criteria discussed in DPW's Interim Guidance. These screening criteria may be used to identify projects that, because of their relatively small size or other characteristics, may be determined to have a less-than-significant impact and not require further detailed analysis (AMEC 2011). Table 3.1.10 summarizes DPW's screening criteria used in this analysis. Projects that meet the criteria of Table 3.1.10 would not require a project-specific analysis but would include feasible GHG reduction design considerations to be consistent with the goals of AB 32. The proposed roundabouts project meets the Climate Change Screening Criteria for projects that do not require a project specific analysis per the Interim Guidance.

Construction

In accordance with DPW's Interim Guidance, a quantitative estimate of construction-related GHG emissions was made. Construction emissions would be generated by vehicle engine exhaust from construction equipment, vendor trips, and employee commute trips. These emissions would be temporary and would only occur during construction of the proposed project, and would subside after project completion. Also, construction activities for many types of development projects contribute much fewer GHG emissions than operational emissions, which occur over the lifetime of a project.

Emissions were calculated using the Road Construction Emissions Model (RCEM) version 6.3.2, which is designed to estimate air emissions from roadway projects (SMAQMD 2009). RCEM input assumptions relative to equipment use, phasing, and duration were the same as used for the air quality analysis (see Appendix F), except that the input assumptions were modified to include a phase for installation of the project's proposed lighting to provide a more

conservative output. As shown in Table 3.1.11, the one-time construction GHG emissions are calculated at 597 metric tons of MTCO₂e and would contribute approximately 20 metric tons of MTCO₂e per year when amortized over 30 years, consistent with DPW guidance. Additionally, the following project design features would be implemented during construction to reduce GHG emissions: recycling of construction and demolition waste, and use of recycled materials for construction. These project design features are consistent with guidance for addressing climate change from the California Attorney General's Office for energy efficiency, water conservation and efficiency, and land use measures. The estimated emissions resulting from construction-related activities are minimal and would constitute a **less than significant** impact.

Operations

As described in Section 2.2, Transportation and Circulation, the project is a Capital Improvement Program project, which would not generate any vehicle trips. Moreover, installation of the roundabouts would relieve congestion and improve traffic flow. Because the roundabouts would eliminate the need for all vehicles to come to a complete stop, average vehicle speeds during the peak hours would likely be greater for the proposed project compared to the existing conditions, and as shown in Table 3.1.12, CO₂ emission factors tend to decrease with increasing speeds. As such, the project is expected to reduce GHG emissions. Additionally, the following project design features would be implemented/operated during project operation to further reduce GHG emissions: minimal outdoor lighting, energy efficient light sources (e.g., light emitting diodes), water-efficient landscaping irrigation, public transit considerations (bus pullouts and covered bus stops with benches), enhanced pedestrian and bicycle facilities, and preservation of existing trees and replacement plantings at a set ratio. These project design features are consistent with guidance for addressing climate change from the California Attorney General's Office for energy efficiency, water conservation and efficiency, and land use measures. Therefore, roundabout operation is anticipated to result in **no impact** with regards to generation of GHGs and conflicts with any plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

3.1.6.3 Cumulative Impact Analysis

Climate change is inherently cumulative; therefore, the potential for the proposed project to result in a cumulative impact is analyzed above in Section 3.1.6.2.

3.1.6.4 Conclusions

The proposed project would relieve traffic congestion and improve traffic flow because the roundabouts would eliminate the need for all vehicles to come to a complete stop, and the project would not increase vehicle trips. The project would improve traffic flow and reduce vehicular emissions. Therefore, the proposed project would not result in a substantial increase in long-term operational GHG emissions. The proposed project also meets the screening criteria outlined in the DPW DLI and would comply with the goals and strategies of AB 32, which aims to reduce GHGs to 1990 levels by 2020. Therefore, potential GHG impacts of the proposed project would be **less than significant**.

**Table 3.1.8
GHG Sources in California – 2008 Inventory**

Source Category	With Imported Electricity		Without Imported Electricity	
	Annual GHG Emissions (MMTCO ₂ e)	Percent of Total	Annual GHG Emissions (MMTCO ₂ e)	Percent of Total
Agriculture	28.1	5.88	28.1	6.75
Commercial Uses	14.7	3.08	14.7	3.53
Electricity Generation ¹	116.4	24.36	55.1	13.23
Forestry(excluding sinks)	0.2	0.04	0.2	0.05
Industrial Uses	92.7	19.41	92.7	22.26
Residential Uses	28.5	5.97	28.5	6.84
Transportation	175.0	36.63	175.0	42.02
Other ²	15.7	3.29	15.7	3.77
Waste	6.7	1.40	6.7	1.61
Totals	477.7	100.00	416.5	100.00

¹ Imported electricity accounts for 61.2 MMTCO₂e.
² Unspecified combustion and use of ozone-depleting substances.
 Source: ARB 2010

**Table 3.1.9
GHG Emissions in San Diego County – 2006**

Sector	GHG Emissions (MMTCO ₂ e)	Percent of Total Emissions
On-Road Transportation	16	46.9
Electricity	8.3	24.3
Natural Gas Consumption	2.9	8.5
Civil Aviation	2	5.9
Industrial Processes & Products	1.6	4.7
Other Fuels/Other	1.3	3.8
Off-Road Equipment & Vehicles	1.3	3.8
Waste	0.4	1.2
Agriculture/Wildfires/Land Use	0.6	1.8
Rail Transportation	0.3	0.9
Water-Borne Navigation	0.1	0.3
Sequestration from Land-cover	(0.7)	-2.1
Total	34	100

Source: Anders et al. 2008

**Table 3.1.10
Climate Change Screening Criteria for DPW Projects**

Project Type	Project Does Not Require a Project-Specific Analysis if:
New roads and road improvements	The project traffic analysis demonstrates that the project would generate a negligible increase in vehicle trips, would reduce congestion, and would increase average vehicle speeds. ¹
Flood control	The project operations would generate a negligible increase in vehicle trips. ¹
Airport improvements	The project operations would generate a negligible increase in vehicle trips, aircraft operations, and energy use ² or the project's annual GHG emissions. ³
<p>¹ Project operations would, at most, be limited to occasional maintenance visits, and would not include heavy equipment operations, such as the clearing of debris basins.</p> <p>² Project operations would, at most, be limited to occasional maintenance visits and would not result in additional based aircraft.</p> <p>³ Annual GHG emissions include total construction emissions amortized over 30 years.</p> <p>Source: County of San Diego DPW 2009</p>	

**Table 3.1.11
Estimated Total Construction Emissions (Metric Tons)**

	CO₂
Project Total	596.5
Project Total – Amortized over 30 Years	19.9
Source: RCEM Version 6.3.2, Appendix F.	

**Table 3.1.12
Emission Factors (Grams per Mile)**

Speed (mph)	ROG	NO_x	CO	PM₁₀	PM_{2.5}	CO₂ No Pavley 1 and LCFS	CO₂ With Pavley 1 and LCFS
5	0.739	2.609	6.263	0.072	0.066	1678.777	1621.030
10	0.595	2.671	5.365	0.073	0.067	1351.877	1309.510
15	0.325	1.620	3.807	0.037	0.034	965.558	931.452
20	0.182	0.995	2.932	0.021	0.019	698.582	665.070
25	0.116	0.489	2.543	0.008	0.007	521.530	490.286
30	0.099	0.552	2.314	0.009	0.008	465.005	438.229
35	0.086	0.558	2.155	0.009	0.009	423.840	399.278
40	0.082	0.677	2.035	0.012	0.011	414.243	391.552
45	0.085	0.944	1.941	0.020	0.018	438.115	416.670
50	0.091	1.297	1.817	0.027	0.025	471.129	452.043
55	0.103	1.713	1.889	0.045	0.041	536.017	515.728
60	0.094	0.973	2.017	0.028	0.025	469.765	446.233
65	0.090	0.262	2.109	0.003	0.003	422.111	393.922
LCFS = Low Carbon Fuel Standard							
Source: CARB 2011, Web-Based EMFAC2011 tool (CARB 2011b).							

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3.1.7 Hazards and Hazardous Materials

This section discusses impacts on the public from potential hazards and hazardous materials. The information and analysis herein have been compiled based on site visits and a review of a Phase I Environmental Site Assessment (July 2008) prepared for the project by RORE, Inc. (attached as Appendix I).

3.1.7.1 *Existing Conditions*

Hazardous Materials

The Phase I Environmental Site Assessment included a site reconnaissance of project area properties along the Paseo Delicias corridor, interviews with persons knowledgeable about the properties, and a review of government agency records that showed historical uses of the properties.

The properties primarily contain single-family residential and undeveloped land uses. RORE Inc. reviewed historical aerial photographs (from 1939 to 2002), city directories, and topographic maps (from 1901 to 1996) to obtain historical information on the properties. There was no indication of uses associated with the storage, transfer or disposal of hazardous materials, and/or landfill sites on the properties.

A records review of Federal, State, and County environmental regulatory databases was conducted covering a 1-mile radius of each of the project intersections (see Appendix I). This database search did not identify any records that reveal hazardous materials issues for the properties. Historical records show that property development and uses have been largely the same as current uses. No hazardous materials use, generation, storage (other than small quantity household type use), or disposal was identified.

Wildland Fire and Fire Protection

The project area is largely developed with estate residential and urban uses. However, interspersed within the developed areas, and nearby to the north and east there are areas of native vegetation that can ignite easily and burn at very high temperatures. Wildfires that resulted in firestorm conditions and loss of residences in Rancho Santa Fe and adjacent communities have recently occurred in the vicinity. The entire project site is located within a Wildland–Urban Interface area, and each project intersection is within a mapped fire hazard severity zone (moderate, high, and very high, from west to east). The Rancho Santa Fe Fire Protection District serves the project area with a headquarters fire station at 16936 El Fuego, approximately 0.25 mile west of the Via de la Valle intersection, and from Station 4 located in the Cielo community approximately 2 miles east of the El Camino del Norte intersection. Additional fire stations are located in the Fairbanks Ranch and Bernardo Lakes Estates/4S Ranch communities.

Regulatory Setting

Hazardous materials and wastes are defined and regulated in the United States by Federal, State, and local regulations, including those administered by the USEPA, the U.S. Occupational Safety and Health Administration (OSHA), and Caltrans. The Cal EPA and several regional and local agencies, including the County Department of Environmental Health (DEH), have developed regulations and guidelines for the management of hazardous materials and waste to protect public health and the environment in California. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be considered hazardous.

Hazardous wastes are defined in the Code of Federal Regulations (CFR), Title 40, Part 20 and also in 22 CCR 66261.3.

Federal

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

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

State

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

Title 22, Section 66261.10 of the CCR gives the following definition for hazardous waste:

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

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

Hazardous Material Worker Safety

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

3.1.7.2 ***Analysis of Project Effects and Determination as to Significance***

Guidelines for the Determination of Significance

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

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
5. 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.
6. 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.
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
8. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas where residences are intermixed with wildlands.

Hazardous Materials

Guidelines for the Determination of Significance

A significant impact on hazards and hazardous materials would occur if the project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

Analysis

The Phase I Environmental Site Assessment did not reveal past uses associated with the storage, transfer, or disposal of hazardous materials and/or landfill sites on the subject properties. The project would involve the construction of roundabouts at three locations. During the demolition and construction phase of the proposed project, gasoline, diesel fuel, lubricating oil, grease and paint would be used at the site, which are typical substances used for construction projects. In general, only small amounts of these materials would be on site at any one time. No acutely hazardous materials would be used on site during construction of the project. The transport, use, and disposal of hazardous materials would be in compliance with applicable hazardous materials laws, and impacts would be **less than significant**.

Regarding reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, during grading and construction activities the County Resident Engineer would be on site to conduct routine inspections to ensure proper spill prevention practices are implemented, determine whether oil leaks or spills have occurred, and direct that cleanup be immediately conducted if a spill has occurred. The project would result in a **less than significant impact** related to the creation of a significant hazard for the public or environment because all storage, handling, transport, emission, and disposal of hazardous substances would be in full compliance with local, State, and Federal regulations.

The nearest school to the proposed project is the R. Roger Row Middle and Elementary School, located about 0.35 mile northwest of the proposed project; there are no plans for additional schools to be built close to the project site. The proposed project would not omit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or planned school and there would be **no impact**.

The proposed project site is not included on a list of hazardous material sites, and no known hazardous materials exist on site. There are four reported open leaking underground storage tank (LUST) cleanup sites within a 0.5-mile radius of the proposed project site that are undergoing remediation or site assessment (Department of Toxic Substances Control [DTSC] 2011). These open cases would not affect the proposed project due to their location. The project construction and operation activities would not occur on or within the immediate vicinity of the existing LUST sites, and the project would have **no impact** on the release of hazardous materials from these sites.

Therefore, the proposed intersection improvements would have **less than significant impacts** associated with hazardous materials with respect to the transport, use, or disposal of hazardous materials, release of hazardous materials, and emitting or handling acutely hazardous materials or waste within 0.25 mile of an existing or proposed school.

Airports

Guidelines for the Determination of Significance

A significant impact on hazards and hazardous materials would occur if either of the following would result:

- 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.
- 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.

Analysis

The proposed project is not located within an airport land use plan or within 2 miles of a public or public use airport. Also, there are no known private airstrips within the vicinity of the project. The nearest airport to the project site is the Palomar-McClellan Airport, located about 10 miles north of the project. As a result, **no impact** would occur and the project would not result in any safety hazards related to public or private airports.

Interference with an Emergency Response Plan

Guideline for the Determination of Significance

A significant impact on hazards and hazardous materials would occur if the project would:

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Analysis

Evacuations are organized through concerted efforts of multiple jurisdictions and County departments, such as the County Office of Emergency Services (OES) and Sheriff's Department, California Highway Patrol, California Department of Transportation, et cetera. Evacuations are phased and coordinated to maximize the efficient use of area roadways. The project is intersection improvements that would increase the capacity of roadway, which could ultimately facilitate evacuation. The proposed project would improve circulation on the existing roadway system, which would improve emergency access and evacuation through the project area. During construction, detour (for eastbound through traffic on Paseo Delicias) and flagging operations would be implemented and would maintain emergency access to residences located near the project. Flaggers would facilitate emergency access through prioritized treatment of emergency response vehicles during the detour and flagging operations. In addition, construction of the project would not interfere with an emergency evacuation plan as all flagging operations and detour plans would be coordinated with and distributed to local emergency response agencies including sheriff's and the fire district. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the proposed intersection improvements would result in **less than significant impacts** related to interference with emergency response plans.

Wildland Fire and Fire Protection

Guideline for the Determination of Significance

A significant impact on hazards and hazardous materials would occur if the project would:

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

Analysis

Although potentially hazardous fire conditions exist in the project area, construction and operation of the roundabouts within an existing roadway right-of-way would not increase the exposure of people or structures to fire, create new sources of flammable vegetation, or increase the need for emergency fire response. Therefore, the project would have **no impact** on wildland fire and fire protection.

3.1.7.3 **Cumulative Impact Analysis**

The projects provided in the cumulative project list consist of residential development, a community center, a church, golf course, and fire station antennas, which are uses that typically do not necessitate transport or use of hazardous materials or create hazardous conditions. The cumulative project sites are within the same database search radius as the project intersections. The Phase 1 Environmental Site Assessment and the DTSC search identified four open LUSTs within 0.5 mile of the project site; however, the proposed project and none of the cumulative projects would contribute to potential hazardous materials conditions within the cumulative study area, and impacts would be **less than significant**.

Construction of both the proposed project and others in the study area could increase the potential for exposure of people to hazardous materials or health risks associated with disturbance, transport, use, and/or disposal of hazardous materials. However, each project would be required to comply with the applicable laws and regulations identified above to avoid any cumulative risk of adverse public health effects associated with the use, storage, and transport of hazardous materials, and cumulative impacts would be **less than significant**.

The proposed project would result in no impact on schools or public or private airports. Therefore, there would be **no cumulative impacts** on schools and airports related to hazards.

The proposed project would have less than significant impacts on emergency response plans during construction because access along Paseo Delicias would be constrained only temporarily while the detour and/or flagging operations are implemented during project construction, and emergency access would be facilitated through prioritized allowance of emergency vehicle access by flaggers. Furthermore, all flagging operations and detour plans would be coordinated with and distributed to local emergency response agencies including sheriffs and the fire district. Once operational, there would be no impacts on emergency response plans. None of the cumulative projects are road improvement projects, nor would they have significant effects on emergency response plans. Furthermore, it is expected that construction would be contained within the project site and would not require detour or flagging operations that could have a significant contribution to a cumulative effect to emergency response plans because of how the detour and flagging operations would be conducted as described above. Therefore, cumulative impacts would be **less than significant**.

In addition, all development within the vicinity of the project site is subject to potential wildfires requiring adequate emergency response and evacuation routes. The proposed project would not increase overall traffic in the project area and would not adversely affect the function of Del Dios Highway, Paseo Delicias, or Via de la Valle to serve as emergency response and evacuation routes. Therefore, the project would result in a **less than significant** cumulative impact related to wildland fire and fire protection.

3.1.7.4 **Conclusions**

Impacts on hazards and hazardous materials would be **less than significant** with implementation of the proposed project. The project would not result in the routine use, transport, or disposal of hazardous materials and it is not expected that the public would be exposed to hazardous materials. There are several LUSTs within the vicinity of the project; however, construction and operation of the project would not disturb these areas, and **no impacts** would occur. There are no airports or schools within the immediate vicinity of the site, and, therefore, **no impacts** related to hazardous conditions would occur. Impacts would be **less than significant** related to emergency response plans, and, although potentially hazardous fire conditions exist in the project area, construction of the roundabouts would not increase the

likelihood of a fire or the need for emergency fire response. Therefore, the project would have ***less than significant*** impacts on wildland fire and fire protection.

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3.1.8 Hydrology and Water Quality

This section discusses impacts on hydrology and water quality. The information and analysis herein have been compiled based on site visits and examination of photographs of the project area, and a review of the Water Quality Technical Study (Nolte Associates 2008) prepared for the project, which is attached as Appendix J to this EIR. In addition, the *Plans for Construction of Roundabouts at El Montevideo, Via de la Valle, and El Camino del Norte* by David Evans and Associates are included in the appendices of the Traffic Impact Analysis (Appendix D to this EIR), and is available for review at the offices of the County DPW, Environmental Services Unit.

3.1.8.1 Existing Conditions

Vegetation and Drainage

The areas surrounding the project site contain vegetated and urban/built surfaces. The vegetated areas contain trees, shrubs, grass fields, and orchards. The urban/built areas contain roadways, driveways, residences, and commercial buildings. There are currently no sidewalks along Paseo Delicias, and stormwater runoff is conveyed via shallow swales located along the roadway and in culverts at the intersections along Paseo Delicias that are used to convey water under the roads. The project area is partially located on the ridgeline (divide) of the Carlsbad (north) and San Dieguito (south) watersheds. West of the El Montevideo/La Valle Plateada intersection, water from the north side of Paseo Delicias drains toward La Orilla (tributary) to the San Elijo Lagoon in the Carlsbad Watershed, and the south side of the road drains toward San Dieguito River in the San Dieguito Watershed. East of El Montevideo, both the north and south sides drain toward San Dieguito River. Both San Dieguito River and San Elijo Lagoon discharge into the Pacific Ocean approximately 6 miles west of the project site.

Water Quality

The USEPA lists the San Elijo Lagoon as experiencing impairments to beneficial uses due to excessive coliform bacteria and sediment loading from upstream sources. The Pacific Ocean at the mouth of the San Dieguito River is listed by the USEPA as an impaired water body due to elevated coliform bacteria. The San Dieguito Lagoon is especially sensitive to the effects of pollutants and oxygen depletion due to restricted or intermittent tidal flushing. Both the San Elijo and San Dieguito coastal lagoons represent critical regional resources that provide freshwater and estuarine habitats for numerous plant and animal species.

Regulatory Setting

Federal

The Federal Clean Water Act (FCWA) is the principal statute governing water quality, and establishes the basic framework for regulating discharges of pollutants into the nation's waters through a permit system known as the National Pollutant Discharge Elimination System (NPDES). The NPDES program requires permits for the discharge of pollutants from any point source (including stormwater discharges) into "waters of the United States." As defined in the FCWA, waters of the United States applies to surface waters, rivers, lakes, estuaries, coastal waters, and wetlands, as well as discharges from Municipal Separate Storm Water Systems (MS4s) into these waterways. The FCWA requires that the USEPA regulate stormwater discharges through use of NPDES stormwater permits. In California, the authority to implement the NPDES program is delegated to the State Water Resources Control Board (SWRCB).

In addition, Section 303(d) of the FCWA requires states to develop a list of “impaired” water bodies that may require additional protection to ensure established water quality standards are achieved and maintained. For these water bodies, the state is required to develop appropriate total maximum daily loads (TMDLs). TMDLs are the sum of the individual pollutant load allocations for point sources, nonpoint sources, and natural background conditions for a designated water body.

State

The Porter-Cologne Water Quality Control Act (California Water Code, Division 7) requires that any person proposing to discharge wastes that could affect the quality of “waters of the State” file a Report of Waste Discharge to the appropriate Regional Water Quality Control Board (RWQCB). In March 2003, the SWRCB began requiring NPDES permit compliance for discharges from construction activities that disturb 1 acre or more of soil. Because the project footprint is greater than 1 acre, this project would be subject to the State Permit requirements.

Local

San Diego County is situated within the jurisdiction of the San Diego RWQCB, which implements water quality protection standards through the issuance of permits for water discharges. Water quality objectives for waterways in San Diego County are specified in the Water Quality Control Plan for the San Diego Basin, prepared by the San Diego RWQCB. The most recent version of the San Diego Basin Plan is dated 1994, with amendments effective prior to April 25, 2007. The Basin Plan was prepared in compliance with the provisions of the FCWA and the Porter-Cologne Water Quality Control Act.

Permits relevant to the proposed project include:

- Statewide Construction Activity General Permit Order No 99-08-DWQ (NPDES Permit No. CAS000002)

Prior to starting any construction, the County would file a Notice of Intent (NOI) to comply with the Construction Activity General Permit. The County would also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that would include information on Best Management Practices (BMPs) to be used during the construction. The Statewide Construction Activity General Permit was last renewed in September 2009 and modified in November 2010. The most notable permit requirement is hydromodification (i.e., runoff reduction).

- The San Diego County MS4 Permit Order No. 2007-0001 (NPDES Permit No. CAS0108758)

The San Diego County Municipal Permit was revised on January 24, 2007, and the County of San Diego was required to comply with the new permit beginning on March 24, 2008. Two of the items that may affect the proposed project include (1) new requirements on Low Impact Development (LID) and (2) Hydromodification. All priority projects are required to incorporate on-site LID features, such as natural swales for drainage (versus conveying stormwater underground in pipes). Effective March 24, 2009, the County is required to develop a Hydromodification Plan for projects that disturb 1 acre of previously undeveloped land.

County regulations applicable to the project are:

- The County of San Diego Watershed Protection, Storm Water Management and Discharge Control Ordinance (Section 67.801 et seq. San Diego County Code of Regulatory Ordinances)

This ordinance is designed to protect the health, safety, and general welfare of San Diego County residents; protect water resources and improve water quality; cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; secure benefits from the use of storm water as a resource; and ensure the County is in compliance with applicable state and federal law. It seeks to promote these purposes by the following actions:

- Prohibiting polluted non-storm water discharges to the storm water conveyance system;
 - Establishing minimum requirements for storm water management, including source control requirements, to prevent and reduce pollution;
 - Establishing requirements for development project site design to reduce storm water pollution and erosion;
 - Establishing requirements for the management of storm water flows from development projects, both to prevent erosion and to protect and enhance existing water-dependent habitats;
 - Establishing standards for the use of off-site facilities for storm water management to supplement on-site practices at new development sites; and
 - Establishing notice procedures and standards for adjusting storm water and non-storm water management requirements where necessary.
- The County of San Diego Grading, Clearing and Watercourses Ordinance (San Diego County Code of Regulatory Ordinances, Title 8, Division 7)

This ordinance regulates the design and practice of grading, clearing, and filling of land through establishment of design requirements and procedures, including grading plan check and site inspections. This process includes the following measures for the protection of water resources and water quality to ensure the County is in compliance with applicable state and federal law:

- Requires hydrology and hydraulic calculations for the proposed storm drains and sizing rock riprap energy dissipaters for any storm drains to reduce storm runoff to non-erosive velocities;
- Requires a SWPPP for any ground disturbance greater than 1 acre and an NOI to be filed with the SWRCB;
- Requires a SWMP and Storm Water Maintenance Plan to be prepared, which shall include an erosion control plan showing appropriate BMPs to be installed and maintained during the course of construction;
- Requires preparation of landscape and irrigation plans for all slopes greater than 15 feet high as a part of the grading plan set and, to prevent slope erosion after grading is complete, requires establishment of vegetation on all slopes greater than 3 feet high;
- Requires weekly site visits by the civil engineer of record during the course of construction to observe the BMPs in place, make any recommendations for upgrade, and file a report with the County stating the observations and progress of grading; and
- Requires installation of post-construction BMPs prior to the acceptance of the grading by the County.

3.1.8.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The identified significance thresholds for hydrology and water quality impacts are based on criteria provided in the County Guidelines for Determining Significance for Hydrology and Surface Water Quality. These Guidelines were adapted from Appendix G of the CEQA Guidelines and developed using the best available information, with input from experts and the public. A significant impact on water quality and hydrology would occur if the project would:

1. 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.
2. 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 that would result in adverse impacts from erosion or siltation on- or off-site.
3. Increase velocities and peak flow rates exiting the project site that would cause flooding downstream or exceed the stormwater drainage system capacity serving the site.
4. 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?
5. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?
6. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?
7. Result in inundation by seiche, tsunami or mudflow.
8. Not comply with the standards set forth in the County Stormwater Standards Manual or Watershed Protection Ordinance.
9. Not conform to applicable federal, state or local "Clean Water" statutes or regulations including but not limited to the Federal CWA, California Porter-Cologne Water Quality Control Act, and the County Watershed Protection, Stormwater Management, and Discharge Control Ordinance.
10. Drain to a tributary of an impaired water body listed on the CWA Section 303(d) list, and will contribute substantial additional pollutant(s) for which the receiving water body is already impaired.
11. Drain to a tributary of a drinking water reservoir and will contribute substantially more pollutant(s) than would normally runoff from the project site under natural conditions.
12. Contribute pollution in excess of that allowed by applicable state or local water quality objectives or will cause or contribute to the degradation of beneficial uses.

Deplete Groundwater Supplies

Guideline for the Determination of Significance

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

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

Analysis

Implementation of the proposed project would involve the construction of three roundabouts along an existing roadway. There would be no changes to existing land uses, roadway designations, or roadway size, and the proposed project would not increase the demand for local or imported water supplies. Post-construction, the project site would have reduced impervious surface area relative to the existing condition, which would result in an increase of rainwater infiltration into the soil. The project would not use groundwater for any purpose and would not interfere with groundwater recharge. Therefore, the project would have **no impact** on groundwater supply or groundwater recharge.

Drainage and Landform Alteration

Guidelines for the Determination of Significance

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

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in adverse impacts from erosion or siltation on- or off-site.
- Increase velocities and peak flow rates exiting the project site that would cause flooding downstream or exceed the stormwater drainage system capacity serving the site.

Analysis

The project area drainage patterns would essentially remain the same post-construction, and the project would not substantially alter the existing drainage pattern of the area, including through alteration of a stream or river that would result in erosion or siltation on- or off site. Stormwater runoff from the roadway would continue to be conveyed by shallow swales along either side of the road and by culverts at the intersections. The project has been designed to include landscaped central islands and splitter islands that decrease the amount impervious surfaces in the vicinities of the roundabouts as compared to the existing condition. This decrease in impervious surfaces (increase in pervious surfaces) would increase infiltration and decrease the rate and amount of surface water runoff, which would result in reduced erosion and siltation both on and off-site. Therefore, because the project would not alter the existing drainage pattern of the site or area in a manner that would result in adverse impacts from erosion or siltation on or off site, construction of the project would result in a ***less than significant impact*** on drainage patterns.

The project would decrease runoff volume due to the decrease in impervious surfaces resulting from the inclusion of landscaped areas (central and splitter islands) within the roadway improvements. Improvements to the existing drainage system, including combined curb-gutters

around the perimeter of each roundabout to facilitate the drainage of stormwater out of the roadway, and additional drainpipe and velocity controls at outlets (such as riprap) to dissipate energy from stormwater runoff. These design features would reduce velocities and peak flow rates exiting the project site. Therefore, the project would have a **less than significant impact** on downstream flooding or the stormwater drainage system capacity serving the site.

Flood Hazard

Guidelines for the Determination of Significance

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

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

Analysis

The proposed roadway improvements would not place people or structures within a 100-year flood hazard area, nor would the project subject people or structures to flooding as a result of the failure of a levee or dam. No portion of the project site is within a 100-year floodplain, and the project would not include placement of housing or habitable structures within a 100-year flood hazard area. Also, the project site is not located within a dam inundation area. Lastly, the proposed project is located about 5 miles east of the Pacific Ocean and there are no other large bodies of water near the site that could result in inundation by seiche, tsunami, or mudflow. Therefore, the project would have **no impact** from flood hazards.

Water Quality —Regulatory Compliance

Guidelines for the Determination of Significance

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

- Not comply with the standards set forth in the County Stormwater Standards Manual or Watershed Protection Ordinance.
- Not conform to applicable federal, state or local “Clean Water” statutes or regulations including but not limited to the Federal CWA, California Porter-Cologne Water Quality Control Act, and the County Watershed Protection, Stormwater Management, and Discharge Control Ordinance.

Analysis

Construction

In compliance with the Statewide General Construction NPDES Permit, the County would submit an NOI to the SWRCB prior to commencement of construction activities and, per the Watershed Protection Ordinance would prepare and implement a Stormwater Management Plan (SWMP). The SWMP would include BMPs that address source reduction and provide measures and controls necessary to avoid release of potential pollutants. Recommended BMPs

for the construction phase, based on the “*Plans for Construction of Roundabouts at El Montevideo, Via de La Valle, and El Camino del Norte,*” include the following:

- Silt Fence
- Fiber Rolls
- Street Sweeping and Vacuuming
- Material Management
- Stockpile Management
- Solid Waste Management
- Sanitary/Septic Waste Management
- Spill Prevention and Control
- Concrete Waste Management
- Water Conservation Practices
- Stabilized Construction Entrance/Exit

Implementation of the SWMP and the construction BMPs in accordance with the project plans and specifications, which are in compliance with Federal, State and local regulations, would reduce potential water quality construction impacts to ***less than significant***.

Operation

To comply with County, State, and Federal water quality regulations, the *Plans for Construction of Roundabouts at El Montevideo, Via de la Valle, and El Camino del Norte* has identified the following structural, source-control and treatment control BMPs that would be incorporated into the project:

- Designing the project to minimize impervious areas. Retaining walls have been included in the design to minimize grading impacts and soil disturbance on adjacent areas. Also, although the project would increase the footprints of the intersections, because the center of the roundabouts and splitter islands would be landscaped, the project would reduce impervious areas as compared to the existing condition.
- Protecting Slopes and Channels. Stormwater runoff would be conveyed safely from the tops of manufactured slopes and designed to avoid slope erosion.
- Efficient Irrigation Systems would be installed in any landscaped areas that require regular irrigation. This may include installation of rain shutoff devices on irrigation systems, flow reducers, or shutoff valves to conserve water use.
- Permanent Treatment / Source-Control Facilities. Filter inserts would be filled at each of the new stormwater inlets to reduce the introduction of roadway contaminants into downstream drainages. These facilities would be maintained by the County.
- Permanent Velocity Control Facilities. Riprap would be installed at each outlet to dissipate energy (control the velocity) of stormwater as it spills from the outlet. Energy dissipation of the outflow decreases erosion, which reduces sedimentation downstream.

These BMPs would effectively capture and treat potential pollutants from the project prior to discharging off site and would ensure that the project complies with County, State, and Federal water quality regulations; therefore, impacts resulting from water quality violations or other substantial impacts related to degrading water quality would be ***less than significant***.

Water Quality — Contribution of Pollutants

Guidelines for the Determination of Significance

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

- Drain to a tributary of an impaired water body listed on the CWA Section 303(d) list, and will contribute substantial additional pollutant(s) for which the receiving water body is already impaired.

- Drain to a tributary of a drinking water reservoir and will contribute substantially more pollutant(s) than would normally runoff from the project site under natural conditions.
- Contribute pollution in excess of that allowed by applicable state or local water quality objectives or will cause or contribute to the degradation of beneficial uses.

Analysis

Polluted and impaired water bodies downstream from the project site include the San Elijo Lagoon and the Pacific Ocean at the mouth of the San Dieguito River. Both water bodies are listed by the USEPA as impaired due to excessive coliform bacteria, and neither are drinking water sources. As stated above, the project would result in reduced impervious surfaces on the project site compared to existing conditions, and would not result in increased runoff of pollutants or increased discharge rates into impaired water bodies in the San Dieguito watershed.

As previously discussed, a SWMP would be prepared for the project to identify construction BMPs that would address source reduction and provide measures and controls necessary to avoid release of potential pollutants, and the project's construction plans identify adequate structural, source-control and treatment control BMPs. These actions would comply with State and federal water quality regulations would reduce the potential for the addition of pollutants to an already impaired water body and would not contribute to the degradation of beneficial uses. Therefore, impacts related to the contribution of pollutants would be ***less than significant***.

3.1.8.3 Cumulative Impact Analysis

The proposed project would not alter the hydrologic characteristics of the project site and would result in a decrease in impervious roadway surfaces. Of the 12 cumulative projects listed in Table 2.1, five projects (cumulative projects 1, 2, 3, 8, and 12) could contribute to cumulative hydrology and water quality impacts. The remaining seven projects (cumulative projects 4, 5, 6, 7, 9, 10, and 11) would not contribute to any hydrology or water quality impacts because they involve minor subdivisions, an authorization for a previously unpermitted use, and the addition of small structures. Cumulative projects 1, 2, 3, 8, and 12 would be required to comply with County and RWQCB water discharge permit requirements and standard construction and structural BMPs as described in Section 3.1.8.1. Because the proposed project would also comply with construction and structural BMPs, including an SWPPP, the proposed project's contribution to a cumulative impact would be ***less than significant***.

3.1.8.4 Conclusions

Implementation of the SWMP and the construction BMPs in accordance with the project plans and specifications would ensure that water quality standards and waste discharge requirements would not be violated and that impacts would be ***less than significant***. Based on the construction plans prepared for the project, the drainage patterns would not be altered and stormwater runoff from the roadway would continue to be conveyed by shallow swales along either side of the road and by culverts at the intersections, resulting in a ***less than significant impact***. Standard construction and structural BMPs would comply with County and RWQCB water discharge permit requirements. Groundwater supplies would not be negatively affected by the project because no land use designations or changes to roadway capacity would occur. ***No impacts*** would result related to flood hazards, including impacts resulting from the failure of a levee or dam, seiche, tsunami, or mudflow. Also, because the project is not within a 100-year flood hazard area, ***no impacts*** would occur. Overall, hydrology and water quality impacts would be ***less than significant***.

3.1.9 Land Use and Planning

This section evaluates potential impacts on existing and planned land uses in the project area. The information and analysis herein are based on site visits and review of photographs of the project area, as well as a review of the San Dieguito Community Plan, which is a component of the County's General Plan.

3.1.9.1 Existing Conditions

The project site is located in an area that includes estate residential, agriculture, undeveloped land, and open space land uses. The proposed roundabout at Via de la Valle/La Fremontia is immediately surrounded by single-family residential units, estate homes, undeveloped land, and a church that also contains a day care facility, with the main commercial district of Rancho Santa Fe located to the southwest. The proposed roundabout at El Montevideo/La Valle Plateada is surrounded by single-family estate homes, some small patches of undeveloped land, and a small area of field crops. In the immediate area surrounding the roundabout at El Camino del Norte, the land uses are estate homes, orchards, and undeveloped land. The residences near all of the proposed roundabouts are generally separated from Paseo Delicias by walls, fences, and/or lush landscaping.

Regulatory Setting

San Dieguito Community Plan

The San Dieguito Community Plan, which is implemented as part of the County's General Plan, contains a statement of goals for the orderly development of San Dieguito while maintaining the identities of the many historically established neighborhoods, such as Rancho Santa Fe (County of San Diego 2011). The land use section of the San Dieguito Community Plan is generally focused on providing a distribution of land uses that is compatible with the existing character of the community.

The circulation section of the San Dieguito Community Plan also outlines goals to minimize any impacts that would detract from the natural beauty of the area and the quality of life of its citizens, while accommodating a transportation system that includes automobile, bicycle, equestrian, pedestrian, and mass transit networks. Of particular importance to the proposed project, is the assertion that a significant alteration to the narrow, meandering roads throughout Rancho Santa Fe would have a detrimental impact upon the character of the area.

Community Plan policies that are relevant to the proposed project are:

- Perpetuate the present state of rural residential living in the San Dieguito Plan Area.
- Preserve the unique visual character and landscape features of the [Rancho Santa Fe] Covenant area.
- Require that development be compatible with the historic development patterns and California State Landmark designation (the Historic Planned Community of Rancho Santa Fe).
- Road design shall reflect the unique needs of the planning area. Turn radii shall be such that equestrian rigs can be safely accommodated. Also, conflicting traffic movements, such as uncontrolled access and frequent stops should be minimized.
- Encourage roadside and median landscaping.

- Safely separate pedestrian, bicycle and vehicular traffic when these modes share rights-of-way.
- Significant natural vegetation should be transplanted from the area of road construction rather than destroyed.
- Retain the narrow rural character of the San Dieguito roads and retain Del Dios Highway and Paseo Delicias as two-lane roads.
- Urban-type street improvements such as gutters, curbs, sidewalks, and extensive street lighting should not be installed because they would detract from the existing, highly desired rural appearance of San Dieguito and out of character of the community.
- In general, outdoor lighting must be directed downward and screened so as not to be visible from any adjoining property or street.
- If street lighting is required at intersections; utilize alternative types of lighting to minimize spillover onto adjacent properties.

3.1.9.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The identified significance thresholds for land use and planning impacts are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on land use and planning would occur if the project would:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

Analysis

The project would not physically divide an established community because it would be limited to the construction and operation of roundabouts at three existing intersections, and it would not alter the existing alignment or two-lane width of Paseo Delicias/Del Dios Highway. Also, operation of the roundabouts would not alter the narrow, two-lane character of Paseo Delicias. As such, the proposed project would not physically divide the San Dieguito community and **no impact** would occur.

Regarding conflicts with the County's General Plan, which includes the San Dieguito Community Plan, the proposed project would be consistent with the policies of the San Dieguito Community Plan that apply to the proposed project. As demonstrated in Table 3.1.13, the proposed project would be consistent with these applicable policies. The General Plan requires the policies of the individual community plans to be consistent with the goals and policies of the General Plan; therefore, demonstration of consistency with the San Dieguito Community Plan also applies to consistency with the General Plan.

As stated in Section 2.1, Biological Resources, the project site is not within an adopted NCCP but is within the North County MSCP Subarea planning area, which has not been adopted. Therefore, the project would not conflict with an applicable habitat conservation plan or natural

community conservation plan. Based on the analysis above, the project would have a **less than significant** impact on land use and planning and would not conflict with the policies of the San Dieguito Community Plan or any HCP or NCCP.

3.1.9.3 Cumulative Impact Analysis

The cumulative projects described in Section 1.7 would not physically divide an established neighborhood, are consistent with the San Dieguito Community Plan, are not located in an area with an adopted NCCP, and are compatible with the existing character of the neighborhoods in which they are located. Therefore, the proposed project, together within cumulative projects in the area, would have a **less than significant** cumulative impact relative to land use and planning.

3.1.9.4 Conclusions

The proposed roundabouts would not physically divide the San Dieguito community. No inconsistencies with the San Diego County General Plan were identified, and no conflicts with any existing HCPs or NCCPs would result upon implementation of the proposed project. As such, impacts related to land use and planning would be **less than significant**.

**Table 3.1.13
Project Consistency with the San Diego County General Plan
(San Dieguito Community Plan)**

Policy	Consistency Discussion	Consistency Determination
Perpetuate the present state of rural residential living in the San Dieguito Plan Area.	The proposed project has been designed to maintain, to the extent possible, the existing rural character in the San Dieguito Plan Area. The project would retain the existing roadway width along Paseo Delicias/Del Dios Highway, avoid the installation of traffic signals, and include the minimum necessary lighting to illuminate crosswalks and prevent light spillage onto adjacent properties. Also, a landscaping plan would be implemented to retain similar existing landscaping features within the San Dieguito Plan Area. As such, the project would perpetuate the present state of rural residential living in compliance with this policy.	Consistent
Preserve the unique visual character and landscape features of the Covenant area.	The proposed project would avoid removal of any significant landscape features, install native plants and landscape materials consistent with the existing semi-rural character of the area and the community, and preserve the existing landscape character along the road corridor. Furthermore, in response to the unique Rancho Santa Fe aesthetic experience, eucalyptus trees are proposed along with informally massed shrubs and native grasses to blend proposed improvements into the existing landscape. As such, the project would preserve the unique visual character and landscape features of the Rancho Santa Fe Covenant area.	Consistent
Require that development be compatible with the historic development patterns and California State Landmark designation.	The original plan for the community of Rancho Santa Fe promoted narrow, meandering roads to preserve the rural aesthetic setting of the community. Consistent with this theme, the proposed project would develop roundabouts with minimal street lighting to preserve the historic development patterns of the San Dieguito community. As such, the proposed roundabout development would be compatible with the historic development patterns in the community and no inconsistencies or conflicts would occur.	Consistent
Road design shall reflect the unique needs of the planning area. Turn radii shall be such that equestrian rigs can be safely accommodated. Also, conflicting traffic movements, such as uncontrolled access and frequent stops should be minimized.	The roundabouts would be built according to FHWA guidance for the design of rural roundabouts, for the existing roadway conditions in terms of lane width and speed limit, and would allow their use by large trucks, including equestrian rigs, to safely accommodate such vehicles. Also, the proposed project would result in easing existing traffic congestion at three intersections primarily caused by through-traffic traveling eastbound and westbound during the	Consistent

Policy	Consistency Discussion	Consistency Determination
	morning and evening peak commuter periods. No inconsistencies were identified with this policy and the proposed project.	
Encourage roadside and median landscaping.	The proposed project includes roadside and median landscaping, and no conflicts would result with this policy.	Consistent
Safely separate pedestrian, bicycle and vehicular traffic when these modes share rights-of-way.	Combination pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement, and could also be utilized by bicyclists. Push-button-activated crossings with in-pavement lighting and flashing beacons would be located at each crossing. The push-button controls would be placed at an appropriate height for pedestrians, bicyclists, and equestrian riders to activate the crossings, which would encourage safe separation of pedestrian, bicycle, and vehicular traffic.	Consistent
Significant natural vegetation should be transplanted from the area of road construction rather than destroyed.	Potential impacts on coast live oaks would be mitigated by replacing impacted individuals within the landscaped areas of the project, as described in Mitigation Measure M-BI-1. Temporary impacts on Diegan coastal sage scrub would be restored onsite, as specified in Mitigation Measure M-BI-5. See Section 2.1, Biological Resources, for additional information on impacts on natural vegetation.	Consistent
Retain the narrow rural character of the San Dieguito roads and retain Del Dios Highway and Paseo Delicias as two-lane roads.	The proposed project would not affect existing roadway width or the number of lanes and the existing rural character of the San Dieguito roads, including Del Dios Highway and Paseo Delicias. As such, the proposed project would be consistent with this policy.	Consistent
Urban-type street improvements such as gutters, curbs, sidewalks, and extensive street lighting should not be installed because they would detract from the existing, highly desired rural appearance of San Dieguito and out of character of the community.	The project would include installation of combined curbs/gutters, but would not cause a change to the rural appearance and character of the Rancho Santa Fe community. The presence of the proposed DG pathways adjacent to the combined curbs/gutters would reduce the urban appearance of these improvements. Further, the placement of curbs/gutters would be minimal—only placed in the nearby vicinity of the roundabouts—and the existing asphalt concrete dikes and berms would be maintained along the roadway edges outside of the project area. As such, the proposed project would not involve any actions that would affect rural residential character in the San Dieguito Community Plan Area.	Consistent

Policy	Consistency Discussion	Consistency Determination
<p>In general, outdoor lighting must be directed downward and screened so as not to be visible from any adjoining property or street.</p>	<p>All proposed lighting fixtures would be directed downward. Because the intersections are separated by 0.5 to 0.7 mile, the net result of the new light sources would not be obtrusive. Further, the project's lighting elements are not expected to be highly visible from adjoining properties or streets.</p>	<p>Consistent</p>
<p>If street lighting is required at intersections; utilize alternative types of lighting to minimize spillover onto adjacent properties.</p>	<p>As discussed in the Alternative Illumination Study (Appendix E2), a variety of alternative lighting options were evaluated to minimize spillover onto adjacent properties and to create a safe roadway crossing for pedestrians, bicyclists, and equestrians. The proposed lighting would meet the minimum limit light levels required for safe vehicular and pedestrian and equestrian use of the intersections, and would avoid upward illumination. As discussed in Section 3.1.1, Aesthetics and Visual Quality, the proposed lighting would be consistent with the semi-rural character of the San Dieguito Community.</p>	<p>Consistent</p>

3.1.10 Mineral Resources

This section discusses the project's potential to impact mineral resources. The information and analysis herein have been compiled based on the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Mineral Resources (July 30, 2008).

3.1.10.1 Existing Conditions

The project site consists of an existing roadbed and adjacent graded and/or landscaped areas. The area is classified as "Mineral Resource Zone 3" 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). This classification is given to areas containing mineral deposits of undetermined mineral resource significance due to the relative inconclusiveness of available data. No active mineral extraction sites are located near the project area.

Regulatory Setting

Surface Mining and Reclamation Act of 1975 (SMARA; Public Resources Code, Division 2, Chapter 9, Section 2710 et seq.)

SMARA was developed, in part, to assure the conservation of mineral resources. SMARA requires that the State Geologist designate areas of statewide or regional mineral significance, which are to be preserved for mining, and requires restrictions on incompatible land uses in these areas that are to be preserved.

3.1.10.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The identified significance thresholds for mineral resource impacts are based on criteria provided in Appendix G of the State CEQA Guidelines and County of San Diego Guidelines for Determining Significance (County of San Diego 2007f). A significant impact on mineral resources would occur if the project would:

1. 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.
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Analysis

The proposed project would not result in any impacts on mineral resources. The project site is classified as "Mineral Resource Zone 3," which indicates that there is no conclusive data that mineral resources are available at the project site. Also, the project site is three existing intersections that are surrounded by development, including residential and commercial, that are incompatible to future extraction of mineral resources. Furthermore, the project site is not delineated as a locally important mineral resource recovery site in the County's General Plan. Because there are no known mineral resources in the project area, the site is surrounded by uses incompatible to future mining, and no local land use plans have identified the site or

surrounding areas as a locally important mineral resource recovery site, **no impacts** would occur to mineral resources as a result of the project.

3.1.10.3 Cumulative Impact Analysis

There are no known mineral resource activities occurring within the vicinity of the project site, and none of the cumulative projects listed in Table 1.2 involve mineral extraction activities, nor are they listed on a site that is designated as a known mineral resource or a locally important mineral resources recovery site on the County's General Plan Land Use Map. The proposed project would not result in any impacts on mineral resources; therefore, cumulative impacts on mineral resources would not occur and there would be **no impact**.

3.1.10.4 Conclusions

As stated above, the project site and surrounding area is not designated as within a known mineral resource, there are no active mineral extraction activities near the project site, and there are no local plans that indicate the project site is part of a locally important mineral resource recovery site. Therefore, there would be **no impact** on mineral resources.

3.1.11 Noise

This section discusses impacts from noise that could result with implementation of the proposed project. The information and analysis herein are based on site visits and a Noise Impact Analysis, prepared by EDAW (now AECOM) dated August 2008, and Addendum to the Noise Impact Analysis prepared by AECOM, dated September 2012 for the project, which are attached as Appendices K1 and K2 to this EIR, respectively.

3.1.11.1 Existing Conditions

Land uses in the project area consist of multi-family residential located west of the Via de la Valle/La Fremontia intersection, single-family residential located along both sides of Paseo Delicias from Via de la Valle to east of El Camino del Norte, and religious gathering (Village Community Presbyterian Church) at the intersection of Via de la Valle and Paseo Delicias. Lot sizes range from less than one acre near Via de la Valle to 2 – 5 acres east of La Fremontia. Many of the single-family homes near Via de la Valle are setback as little as 20 feet from the roadway, while those farther to the east are typically setback more than 50 feet. None of the residences are shielded by noise barriers, and the existing noise levels of 60 dBA¹ that occur along Via de la Valle, Paseo Delicias and Del Dios Highway extend an average of 80 feet from the roadways into adjacent residential properties. The Rancho Santa Fe commercial district is located nearby to the west of the Via de la Valle intersection, but it is not a substantial contributor to stationary noise sources in the area since it does not contain industrial or heavy commercial uses.

Noise-sensitive land uses (NSLU) in the project area are the multi-family residences located west of the Via de la Valle intersection and the single-family residences located along both sides of Paseo Delicias from Via de la Valle to east of El Camino del Norte. The Village Community Presbyterian Church at the intersection of Via de la Valle and Paseo Delicias is also a noise-sensitive land use and is set back about 100 feet from the roadway. Noise receptor locations that were evaluated for the Noise Impact Analysis are shown on Figures 3.1.8 and 3.1.9. The multi-family developments contain noise-sensitive common areas such as pools, tot lots, and picnic/barbecue areas.

The project's principal relevant noise source is vehicles on the study area roadways, including medium and heavy trucks, in addition to passenger automobiles. Vehicle mixes for Paseo Delicias, Via de la Valle, and El Camino del Norte were developed from manual field traffic counts and are shown in Table 3.1.14.

As detailed in the project's Noise Impact Analysis (Appendix K1), long and short-term noise measurements were conducted. One long-term (24-hour) noise measurement was conducted at the Paseo Delicias/El Camino del Norte/Del Dios Highway intersection to determine the loudest hour or hours. A summary of the 24-hour measurement noise data is provided in Table 3.1.15. Based on the observation of traffic volumes and speeds during the measurement periods, the noisiest periods occur between 8 and 9 a.m. and between 2 and 4 p.m., when the highest vehicle volumes travel at an unimpeded speed.

Short-term (10- to 20- minute duration) noise measurements were conducted to measure existing traffic noise levels and record general traffic characteristics at selected receptor points. These measurements were used to characterize the hourly traffic noise levels. The detailed

¹ A-weighted decibels (dBA) are an expression of the relative loudness of sounds in air as perceived by the human ear.

measurement data, including noise levels, traffic observations, weather conditions, and comments about measurement locations and non-traffic noise can be found in Appendix K1.

Regulatory Setting

Federal

The Federal Highway Administration (FHWA) defines a noise impact as occurring when the predicted noise level in the design year approaches or exceeds the applicable noise abatement criterion (NAC) specified in Code of Federal Regulations Title 23, Part 772 (23CFR772), or when the predicted noise level substantially exceeds the existing noise level. Both of the above criteria are applied to the loudest hourly noise level of the day. The NAC for residential use is 67 dBA Leq². Quantitatively, approaching the NAC is defined by the California Department of Transportation (Caltrans) as within 1 dBA (i.e. 66 dBA), and a substantial increase is defined as 12 dBA or more (Caltrans 2006).

County

General Plan – Noise Element

The Noise Element of the County of San Diego General Plan establishes limitations on sound levels that may be received by noise-sensitive land uses (residential uses, educational facilities, hospitals, hotels/motels, and other land uses where an excessive amount of noise would interfere with normal activities), and requires that an acoustical study be prepared if it appears that sensitive receptors would be subject to noise levels of CNEL³ equal to 60 dBA or greater. If the acoustical study confirms that greater than 60 dB CNEL would be experienced, modifications that reduce the exterior noise level to less than 60 dB CNEL and the interior noise levels to below 45 dB CNEL must be made to the development. "Development" is defined as any physical development and specifically includes roads. For the purpose of determining the significance of a noise impact, calculations of noise levels are the average noise levels over a 1-hour period. These are expressed as dBA Leq (the A-weighted steady sound level that contains the same total acoustical energy as the actual fluctuating sound level).

The Noise Element includes special provisions for County road construction projects. Policy N-4.6 of the Noise Element requires reliance on the limits in the applicable FHWA standards for federally-funded roadway construction projects. Due to its federal funding component, Policy N-4.6 applies to this proposed project.

Noise Ordinance (Section 36.401 et seq. of the County Code of Regulatory Ordinances)

The Noise Ordinance establishes prohibitions for the generation of disturbing, excessive, or offensive noise. Limits are specified depending on the zoning of a property. The Noise Ordinance also establishes noise limitations for operation of construction equipment, including the days and hours during which construction equipment may be operated.

Section 36.417(a)(6) of the Noise Ordinance states that the Ordinance does not apply to any activity preempted by State or federal law. As such, for any noise level limits controlled by the

² When a noise varies over time, the L_{eq} (Equivalent Noise Level) is the equivalent continuous sound that would contain the same sound energy as the time varying sound.

³ "CNEL" is the Community Noise Equivalent Level, which is a 24-hour averaged measurement based upon A-weighted sound levels used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are written as dB(A) or dBA.

Noise Ordinance that are also covered by FHWA noise level limits, the FHWA noise level limits apply.

3.1.11.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

As explained above, Policy N-4.6 of the Noise Element requires the use of the FHWA standards for roadway construction projects that involve federal funding, and the Noise Ordinance does not apply to any activity preempted by federal law. Likewise, the County's Guidelines for Determining Significance – Noise specifically states that the FHWA standards preempt County standards for federally funded road construction projects. Therefore, the following significance thresholds are based on the direction given in the General Plan Noise Element, the Noise Ordinance, the County's Guidelines for Determining Significance – Noise (County of San Diego 2009), Appendix G of the State CEQA Guidelines, and the Caltrans / FHWA noise limitations. Caltrans has developed the Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction and Retrofit Barrier Projects (dated August 2006); The Protocol was developed to address the requirements of 23CFR772.

Significance thresholds 1, 2, and 3 are based on criteria provided in the Caltrans Protocol. Significance threshold 4 is based on Appendix G of the CEQA Guidelines, and significance threshold 5 is based on Appendix G and the Noise Ordinance.

A significant impact on noise would result if:

1. Project implementation will result in the exposure of any on- or off-site, existing or reasonably foreseeable future noise sensitive land use to exterior traffic noise of 66 dBA L_{eq} or greater.
2. Project implementation will result in an increase of 12 dBA when compared with existing noise levels.
3. Construction activities would generate noise that exceeds 86 dBA at 50 feet from the construction site activities between the hours of 9:00 p.m. to 6:00 a.m.
4. Result in noise-sensitive land uses and vibration-sensitive land uses being exposed to excessive groundborne noise or vibrations.
5. Noise generated by construction activities related to the project would exceed the standards listed in San Diego County Code, which are not otherwise preempted by Federal or State standards.

Analysis

FHWA Operational Noise Level Limits

A significant noise impact would occur if:

- Project implementation will result in the exposure of any on- or off-site, existing or reasonably foreseeable future noise sensitive land use to exterior traffic noise of 66 dBA L_{eq} or greater.
- Project implementation will result in an increase of 12 dBA when compared with existing noise levels.

Traffic noise levels were calculated for existing conditions and scenarios without and with the proposed project at 35 sensitive receptor locations studied along the project segment of Paseo Delicias. These data are based on the average noise levels during the existing noisiest daily 1-

hour period, which occurred at each receptor location either between 8:00 and 9:00 a.m. or between 2:00 and 4:00 p.m. when the highest vehicle volumes occur at full speed.

Operation of the roundabouts would increase noise levels at some sensitive receptors due to realignment of the traffic flow at the roundabouts, which would move traffic closer to some sensitive receptors adjacent to the project intersections. Tables 3.1.16, 3.1.17, and 3.1.18 summarize the data from Table 8 (Predicted Traffic Noise Impacts) of the project's Noise Impact Analysis (Appendix K1; revised table in Appendix K3). Table 3.1.16 shows the number of receptor sites that would be affected by projected changes in noise levels with and without the project. Table 3.1.17 shows the with and without project noise level increases for the 12 sensitive receptor sites that have an existing noise level of 58 dBA or greater (i.e., only the loudest receptor sites are included in the summarized table). As shown in Table 3.1.17, the maximum peak-noise-hour level with the project (i.e., during roundabouts operation) at sensitive receptor sites 5 and 16 would be 65 dBA L_{eq} , where the existing noise level is 63 dBA L_{eq} . These tables also show that the maximum predicted increase of noise that would result from project operation would be 3 dBA at two of the sensitive receptor sites (2 and 15). The remainder of the sites with existing noise level of 58 dBA and greater would experience an increase of 1 or 2 dBA. Further, Table 3.1.18 compares Year 2030 predicted noise levels (without the project) with the project's modeled noise levels (summarized from Table 8 of the project's Noise Impact Analysis) for all of the receptor sites that have Year 2030 predicted noise levels of 58 dBA or greater. As shown in the table, the project would result in a maximum increase of 2 dBA over the predicted Year 2030 noise levels and the maximum noise level would occur at two residences (site numbers 5 and 16) at 65 dBA. Because no noise levels would equal or exceed 66 dBA L_{eq} at any sensitive receptors, and because project operation would not result in an increase of 12 dBA at any sensitive receptors relative to the existing or future predicted noise levels, the project's traffic noise impact would be ***less than significant***.

FHWA Construction Noise Level Limits

A significant noise impact would occur if:

- Construction activities would generate noise that exceeds 86 dBA at 50 feet from the construction site activities between the hours of 9:00 p.m. to 6:00 a.m.

The project would comply with the County Noise Ordinance, and all construction activities would take place between the hours of 7:00 a.m. and 7:00 p.m. from Monday through Saturday and would not occur on holidays as defined by the Ordinance. Because construction would not occur between the hours of 9:00 p.m. and 6:00 a.m., ***no impact*** would result from nighttime project construction noise.

Groundborne Noise or Vibrations (Operational and Construction)

A significant noise impact would occur if:

- Result in noise-sensitive land uses and vibration-sensitive land uses being exposed to excessive groundborne noise or vibrations.

Operation of the project would not alter the existing environment with regards to groundborne noise or vibrations; therefore, there would be ***no impact*** from operations. However, project construction would involve activities that would generate new sources of groundborne vibrations and noise. The potential for groundborne noise or vibration would primarily occur during times of pavement breaking, which would be conducted using standard excavation equipment and may include handheld pneumatic jackhammers (no blasting would be involved). As with other construction activities, pavement breaking would occur sporadically between the hours of 7:00

a.m. and 7:00 p.m., and at different locations along the project site, thus limiting the time of occurrence at any particular sensitive receptor. Additionally, groundborne vibration levels from such activities is relatively low and typically dissipate to below perceptible levels within approximately 25 feet of the activity. Therefore, the potential for excessive groundborne noise or vibration impact would be **less than significant**.

Local Construction Noise Standards

A significant noise impact would occur if:

- Noise generated by construction activities related to the project would exceed the standards listed in San Diego County Code, which are not otherwise preempted by Federal or State standards.

Sections 36.408, 36.409, and 36.410 of the San Diego County Code (Noise Ordinance – Hours of Operation of Construction Equipment, Sound Level Limitations on Construction Equipment, and Sound Level Limits on Impulsive Noise, respectively) are applicable to the project, as these sections are not preempted by Federal or State noise standards. Section 36.408 limits the days and hours of construction to Monday through Saturday, 7:00 a.m. to 7:00 p.m., and prohibits construction on Sundays and holidays (as defined in Section 36.408); Section 36.409 prohibits construction noise greater than 75 dBA L_{eq} , and Section 36.410 prohibits impulsive⁴ noise in excess of 85 dBA measured⁵ from a residential use, and 90 dBA measured from an agricultural use. The project would comply with all of the limitations of these sections of the Noise Ordinance.

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, removal of existing pavement during realignment of roadway segments, loading, unloading, and placing materials and paving. Diesel engine-driven trucks would bring materials to the site and remove the spoils from roadway demolition and pavement removal. Under load conditions, diesel engine noise levels may reach as high as 85 to 90 dBA L_{max} at a distance of 50 feet from the equipment. Construction equipment noise is considered a “point source” and is attenuated over distance at a rate of 6 dBA for each doubling of distance. Thus, a noise level of 85 dBA at 50 feet would be 79 dBA at 100 feet and 73 dBA at 200 feet from the source.

Project construction noise would not be constant, but would fluctuate in level throughout each day. During excavation, grading and paving operations, equipment would be moved to different locations and would continue through varying load cycles, and operators would take work breaks. These normal operational aspects would result in fluctuating noise levels. Hourly average noise levels 50 feet from the center of the construction activity would be anticipated to be 65 to 75 dBA L_{eq} . Residences nearest the affected intersections would be approximately 80 feet from the center of proposed construction activities. At this proximity, the average hourly noise levels would be below 75 dBA L_{eq} due to attenuation by distance. Therefore, construction-related noise impacts would comply with Section 36.409 of the County Noise Ordinance and the impact would be **less than significant**.

⁴ Section 36.410 defines “impulsive noise” as a single noise event or a series of single noise events that causes a high peak noise level of short duration (1 second or less), measured at a specific location

⁵ As specified in San Diego County Code Section 36.410, the minimum noise measurement period shall be not less than 1 hour, with 1-minute interval measurements during the measurement period. A violation of the standard is defined as having occurred if the applicable limit (85 dBA residential, 90 dBA agricultural) is exceeded 25% or more of the minutes in the measurement period.

Some peak noise levels during pavement breaking would constitute impulsive noise. Such activities may generate peak noise levels of up to 90 dBA at a distance of 50 feet. At the nearest residences, approximately 80 feet away, the peak noise levels could be as high as 86 dBA. Pursuant to Section 36.410, the impulsive noise level limit would be exceeded only if, during any 1 hour measurement period, impulsive noise exceeded 85 dBA for more than 25% of the minutes at a specific location. Because impulsive noise levels would be short duration, and would occur in different areas of the project site, the project is not expected to generate noise that would exceed the impulsive noise level limit. Therefore, construction related impulsive noise would comply with Section 36.410 of the Noise Ordinance and the impact would be ***less than significant***.

While no significant construction noise impacts requiring mitigation would occur, the following project design measures to reduce noise levels during construction are to be incorporated into the project's construction specifications:

- Each internal combustion engine shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler.
- The Contractor will be required to comply with Chapter 4 of Division 6 of Title 3 of Section 1 of San Diego County Code of Regulatory Ordinances relating to noise control and abatement as added by Ordinance No. 9962 (New Series); specifically as it relates to Sections 36.408, 36.409 and 36.410 (Hours of Operation of Construction Equipment, Sound Level Limitations on Construction Equipment, and Sound Level Limits on Impulsive Noise, respectively).
- If traffic control and construction signs that require power for lighting or flashing are located near residences, the source of power shall be batteries, solar cells, or another quiet source. Gas- or diesel-fueled internal combustion engines shall not be used.

3.1.11.3 Cumulative Impact Analysis

Cumulative impacts could occur as a result of traffic noise generated by past, present, and anticipated future projects in the planning area. A list of reasonably foreseeable projects is presented in Table 1.2. The Traffic Impact Analysis includes a year 2030 analysis, which utilizes forecast future traffic volumes on the Del Dios Highway/Paseo Delicias/Via de la Valle corridor for year 2030 that were prepared by SANDAG.

Of the cumulative projects, construction noise associated with Los Arbolados Condominiums (cumulative project #8 in Figure 1.7 and Table 1.2), located approximately 0.75 mile from the project site, would be close enough to the roundabout construction area to potentially contribute to cumulative noise impacts. The other nearby projects – the Village Community Presbyterian Church improvements (cumulative project #1) and the Rancho Santa Fe Senior Community Center (cumulative project #5) – would not contribute to cumulative construction noise impacts because they have been completed. Cumulative projects 2, 3, 4, 6, 9, 10, 11, are either completed or were found exempt from CEQA, and would not contribute to any cumulative construction noise impacts. Cumulative projects 7 and 8 did not identify any impacts related to noise and cumulative project 12 is not located near the project and would not contribute to cumulatively significant impacts on noise during construction. Mandatory compliance with the County Noise Ordinance during construction would ensure that rules regarding construction noise levels and permitted hours would be adhered to. Therefore, cumulatively considerable construction noise impacts would be ***less than significant***.

The operational cumulative noise analysis considers the potential for the proposed project's operational noise (traffic noise) and operational noise from the cumulative projects to result in a

cumulative noise impact. Cumulative project #9 involves the addition of two antennas at an existing fire station and would not contribute to a cumulatively significant operational noise impact. The Village Community Presbyterian Church (cumulative project #1) and the Rancho Santa Fe Senior Community Center (cumulative project #5) are existing facilities for which operational noise was included in the existing noise measurements collected for the proposed project. The church and the Senior Center also are most actively used during off-peak hours or on weekends and would not significantly contribute to the cumulative peak hour traffic noise conditions anticipated along the Del Dios Highway/Paseo Delicias/Via de la Valle corridor. As described in the operational noise analysis above (Section 3.1.11.2), the proposed project would result in a less than significant operational noise impact. Therefore, when considered in combination with the cumulative projects, the proposed project would result in a **less than significant** cumulative operational noise impact in the near-term. In addition, noise from operation of the proposed intersection improvements would result from forecast future traffic volumes on the Del Dios Highway/Paseo Delicias/Via de la Valle corridor for year 2030, which are based on future growth rates assumed in the SANDAG Traffic Model. Predicted noise level for the loudest receptor sites are provided in Table 3.1.18. Traffic noise generated by future regional growth is assumed in these forecast traffic volumes. Of the projects listed in Table 1.2, the Rancho Cielo de Lusardi, The Bridges, Hahn Lot Split, Keeth Madure Lot Split, Quantum Estates II, Los Arbolados Condominiums, the Osuna Ranch Minor Subdivision, and the Vecchio Second Dwelling Unit (cumulative projects 2, 3, 4, 6, 7, 8, 10, and 11, respectively) would have been included in the SANDAG projections for development based on the permitted densities allowed by the existing San Dieguito Community Plan. While the Palma de la Reina project (cumulative project #12) identified a potential noise impact related to the exposure of residential development associated with the project to noises in excess of 60 CNEL, the EIR did not identify any other potentially significant noise impacts. Also, the Palma de la Reina project is located more than two miles from the proposed project and would not contribute to a cumulatively significant noise impact. Therefore, when combined with other cumulative projects in both the near-term and year 2030 forecast traffic volumes, cumulative traffic noise would be **less than significant**.

3.1.11.4 Conclusions

Construction noise would primarily be generated by diesel engine-driven construction equipment used for site preparation, grading and paving. Residences nearest the affected intersections would be approximately 80 feet from the center of proposed construction activities. At this distance average hourly noise levels below 75 dBA L_{eq} would be in compliance with the County Noise Ordinance, and the noise impact would be **less than significant**. In addition, projected future increase in traffic and the realignment of the flow of traffic closer to some sensitive receptors near the roundabouts would cause an increase of 1 to 3 dBA L_{eq} at the sensitive receptor sites. This increase would be less than 12 dBA and would not cause noise levels at sensitive receptors to equal or exceed 66 dBA L_{eq} ; nor would the noise level increase more than 3 dBA at the receptor sites where existing noise levels are 58 dBA L_{eq} or greater. Therefore, the project's traffic noise impact would be **less than significant**.

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Source: AECOM 2012

Figure 3.1.8
Noise Receptor Locations-West



Source: AECOM 2012

Figure 3.1.9
Noise Receptor Locations-East

Table 3.1.14
Existing Peak Hour Traffic Volumes

Roadway Segment	Automobiles	Medium Trucks	Heavy Trucks
Del Dios Highway/Paseo Delicias			
La Granada to Via de la Valle	343	10	5
Via de la Valle to El Montevideo	1,051	31	16
El Montevideo to El Camino del Norte	1,065	32	16
East of El Camino del Norte	1,631	49	24
Via de la Valle			
South of Paseo Delicias	839	25	13
El Camino Del Norte			
North of Paseo Delicias	1,016	30	15
Source: LLG 2012			

Table 3.1.15
Summary of 24-Hour Noise Level Measurement

Date	Time	dBA L _{eq}	Date	Time	dBA L _{eq}
6/12/07	12:00 a.m.	49	6/12/07	12:00 p.m.	60
6/12/07	1:00 a.m.	46	6/12/07	1:00 p.m.	61
6/12/07	2:00 a.m.	44	6/12/07	2:00 p.m.	62
6/12/07	3:00 a.m.	46	6/11/07	3:00 p.m.	62
6/12/07	4:00 a.m.	51	6/11/07	4:00 p.m.	61
6/12/07	5:00 a.m.	60	6/11/07	5:00 p.m.	61
6/12/07	6:00 a.m.	61	6/11/07	6:00 p.m.	61
6/12/07	7:00 a.m.	60	6/11/07	7:00 p.m.	59
6/12/07	8:00 a.m.	62	6/11/07	8:00 p.m.	59
6/12/07	9:00 a.m.	61	6/11/07	9:00 p.m.	56
6/12/07	10:00 a.m.	61	6/11/07	10:00 p.m.	54
6/12/07	11:00 a.m.	61	6/11/07	11:00 p.m.	53
Data compiled by EDAW 2007.					

**Table 3.1.16
Change in dBA L_{eq} at Sensitive Receptors**

Change in dBA L _{eq}	Number of Receptor Sites Affected	
	Existing (Without Project)	With Project
-1	2	1
0	--	--
+1	33	14
+2	--	18
+3	--	2
+4	--	0

**Table 3.1.17
Change in dBA L_{eq} at Sensitive Receptors
(Sites with Existing Noise Level of 58 Decibels or Greater)**

No.	Receptor Site	dBA L _{eq}		
		Existing (Without Project)	With Project	Change
1	Church at 6225 Paseo Delicias	60	62	+2
2	Residence at 6130 El Romero	59	62	+3
5	Residence at 6590 Paseo Delicias	63	65	+2
11	Residence at 6221 Paseo Delicias	63	64	+1
14	Residence at 6264 La Fremontia	58	60	+2
15	Church at 6325 La Valle Plateada	60	63	+3
16	Residence at 6225 Paseo Delicias	63	65	+2
17	Residence at 6332 La Valle Plateada	61	62	+1
25	Residence at 6512 Paseo Delicias	58	60	+2
27	Residence at 6580 Paseo Delicias	58	59	+1
31	Residence at 7057 La Valle Plateada	59	61	+2
35	Residence at 6745 Paseo Delicias	62	64	+2
Source: AECOM 2012				

Table 3.1.18
Change in dBA L_{eq} at Sensitive Receptors for Year 2030
(Sites with Predicted Noise Level of 58 Decibels or Greater)

No.	Receptor Site	dBA L _{eq}		
		Year 2030 Without Project	With Project	Change
1	Church at 6225 Paseo Delicias	61	62	+1
2	Residence at 6130 El Romero	60	62	+2
5	Residence at 6590 Paseo Delicias	64	65	+1
11	Residence at 6221 Paseo Delicias	63	64	+1
14	Residence at 6264 La Fremontia	59	60	+1
15	Church at 6325 La Valle Plateada	61	63	+2
16	Residence at 6225 Paseo Delicias	64	65	+1
17	Residence at 6332 La Valle Plateada	62	62	0
18	Residence at 6344 La Valle Plateada	58	58	0
25	Residence at 6512 Paseo Delicias	59	60	+1
27	Residence at 6580 Paseo Delicias	59	59	0
31	Residence at 7057 La Valle Plateada	60	61	+1
35	Residence at 6745 Paseo Delicias	63	64	+1
Source: AECOM 2012				

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3.1.12 Population and Housing

This section discusses impacts on population and housing. The information and analysis herein have been compiled based on site visits and a review of photographs of the project area, as well as a review of records and maps maintained by the County Department of Planning and Land Use.

3.1.12.1 Existing Conditions

The proposed project is located largely within the existing public right-of-way in an area consisting primarily of single-family homes on lots ranging from less than 15,000 square feet to 5 acres in size and with several greater than 10 acres in size. Attached housing units are located west of the project within the Rancho Santa Fe village area. No group housing or congregate care facilities exist in the immediate project area.

Regulatory Setting

There are no population and housing regulations that apply to the project site or the proposed project.

3.1.12.2 Analysis of Project Effects and Determination as to Significance

Guidelines for Determination of Significance

The identified significance thresholds for impacts on population and housing are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on population and housing would occur if the project would:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, by extension of roads or infrastructure).
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Population Growth

Guideline for Determination of Significance

A significant impact on population and housing would occur if the project would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, by extension of roads or infrastructure).

Analysis

The proposed project would improve three intersections along an existing two-lane roadway and would not include additional lanes or other improvements that would increase the vehicle capacity of roadway segments. Additionally, the proposed project would not include the extension of roads or infrastructure to areas not currently serviced that would induce substantial

population growth in the area, either directly or indirectly. Therefore, there would be **no impact** related to population growth.

Displacement of Housing or People

Guidelines for the Determination of Significance

A significant impact on population and housing would occur if the project would:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Analysis

The project would not involve the displacement of any existing housing or people; therefore, the project would result in **no impact** related to displacement of housing or people.

3.1.12.3 Cumulative Impact Analysis

The proposed project would not include an increase in capacity of the existing roadway nor does it include the extension of roads or infrastructure to areas not currently serviced that would induce population growth directly or indirectly. In addition, the project would not involve the displacement of any existing housing or people. Therefore, the project would not contribute to any potential cumulative impacts from other projects in the area and there would be **no cumulative impact** relative to population and housing.

3.1.12.4 Conclusions

The project would not induce population growth and would not displace existing housing; therefore, there would be **no impact** related to population and housing.

3.1.13 Public Services

This section considers impacts on police, fire and emergency services, as well as schools and recreational park facilities. Impacts on equestrian recreation are addressed in Section 3.1.14, Recreation. The information and analysis herein have been compiled based on site visits and a review of records and maps maintained by the San Diego County Sheriff's Department, the Rancho Santa Fe Community Services District (RSFCSD), and the County Department of Parks and Recreation.

3.1.13.1 Existing Conditions

Police, Fire and Paramedic Services

Police protection services to the project area are provided from the Encinitas Station of the San Diego County Sheriff's Department, which is located at 175 N. El Camino Real, approximately 5 miles west of the proposed project. Traffic control in Rancho Santa Fe, however, is provided by the California Highway Patrol. The Rancho Santa Fe Association also employs the private Rancho Santa Fe Patrol for property security patrol and for response to vehicle accidents within the Rancho Santa Fe Covenant area.

Fire Protection services to the project area are provided from Fire Station No. 1 of the Rancho Santa Fe Fire Protection District, which is located at 16936 El Fuego Road, approximately 0.5 mile west of the Via de la Valle intersection. Fire Station No. 4 is also nearby, approximately 1.6 miles east of the El Camino del Norte intersection at Calle Ambiente and Del Dios Highway. Rancho Santa Fe is within a County Service Area for emergency paramedic services. Emergency service in equipped paramedic vehicles is provided from a staging center at the Scripps Hospital in Encinitas and, as a backup, from Solana Beach.

Schools

The Rancho Santa Fe School serves kindergarten through 8th grade and is located on La Granada Street, approximately 0.5 mile west of the Via de la Valle intersection. The project area is also within the San Dieguito Union High School District, with the nearest school being Torrey Pines High School located on Del Mar Heights Road approximately 6 miles south of the Via de la Valle intersection.

Parks

The primary park and recreational area that serves the San Dieguito community is the San Dieguito County Park. This park consists of baseball fields, playgrounds, exercise stations, a basketball court, pavilions, a wedding gazebo, large open lawn areas, and areas for picnics, within a 125-acre setting located about three miles west of the project area.

Regulatory Setting

There are no public services regulations that apply to the project site or the proposed project.

3.1.13.2 **Analysis of Project Effects and Determination as to Significance**

Guidelines for the Determination of Significance

The identified significance thresholds for impacts on public services are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on public services would occur if the project would:

1. 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 objectives for any of the public services:
 - Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities

Police, Fire and Paramedic Services

Guideline for the Determination of Significance

A significant impact on public services would occur if the project would:

- 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 objectives for police or fire protection services.

Analysis

The proposed project would require the implementation of a temporary formal detour route and temporary intermittent flagging operations during construction activities. During the detour, the eastbound traffic lane along Paseo Delicias at El Montevideo would be closed, and an eastbound traffic would be detoured along Avenida de Acacias, Lago Lindo and El Camino del Norte before reconnecting with Paseo Delicias/Del Dios Highway. Westbound traffic would continue to use Paseo Delicias. The flagging operations would result in the intermittent closure of one travel lane at the roundabout intersections as needed during construction, with flaggers controlling the direction of traffic. Emergency access to all homes and businesses would be maintained throughout the duration of construction activities. Furthermore, flagging operations and detour plans will be appropriately coordinated with local emergency response agencies including sheriffs, paramedics, and the fire district. Since access for emergency vehicles would be maintained at all times, impacts would be **less than significant**.

Once the roundabouts are operational, they would not result in an increased need for police, fire, or paramedic services because the project would not involve population increases or new development. Furthermore, the project would not cause delays in the provision of police, fire or paramedic services to the area because it would improve travel times along Paseo Delicias/Del Dios Highway. Therefore, because the proposed project would not create a need for new or

altered police, fire or paramedic services, or infrastructure for any of these services, **no impact** would result.

Schools

Guideline for the Determination of Significance

A significant impact on public services would occur if the project would:

- 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 objectives for school services.

Analysis

The proposed roadway improvement project would not directly impact any public school facilities, and would not result in an increase in the need for school services because no population increases or new development would occur as a result of the proposed intersection improvements. Therefore, there would be **no impact** related to school services.

Parks and Other Public Facilities

Guidelines for the Determination of Significance

A significant impact on public services would occur if the project would:

- 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 objectives for parks and other public facilities.

Analysis

The project would not result in any impact on park facilities nor would it result in an increased need for park services. Similarly, the proposed project would not result in impacts related to any other public facilities because no population increases or new development would occur as a result of the proposed intersection improvements. Therefore, the project would not create a need for new or altered parks services or other public facilities, and there would be **no impact** on parks or other public facilities.

3.1.13.3 Cumulative Impact Analysis

Operation of the project would have **no impact** on police, fire, or paramedic services, schools, recreational park facilities, or other public facilities and therefore would not contribute to a cumulative impact related to these resource areas. Temporary impacts related to emergency services during construction would be less than significant at the project level. Cumulative projects 1, 2, 3, and 10, listed in Table 1.2 have been constructed, and therefore, none of these cumulative projects would overlap with construction of the proposed project and the potential for a cumulatively significant impact on emergency services to occur during construction would be **less than significant**. Furthermore, cumulative projects 4, 6, and 9 were categorically exempt from CEQA, and would not contribute to a significant cumulative impact on public services during project construction. Cumulative projects 5, 7, and 8 did not identify any potentially

significant impacts on public services and would contribute their fair share payment towards public services. The Palma de la Reina project (cumulative project #12) concluded that no impacts on public services would occur and therefore, would not combine with the proposed project to result in a cumulatively significant impact. As such, the proposed project would not contribute to any potential cumulative impacts when considered with other projects in the area. Therefore, cumulative impacts on public services would be ***less than significant***.

3.1.13.4 Conclusions

The project would not result in an increase in population or new development and would result in a ***less than significant*** impact related to emergency services during construction. Therefore, impacts on public services would be ***less than significant***.

3.1.14 Recreation

This section is included in the EIR because of the unique and historic equestrian uses that could potentially be directly affected by the project. The information and analysis herein have been compiled based on site visits and a review of the “Rancho Santa Fe Roundabouts Final Equestrian Usage Assessment Report,” (EUA Report, dated March 2008) attached as Appendix L. Discussions with equestrians in Rancho Santa Fe and document research pertaining to the history and importance of horses in the community were conducted during the preparation of the EUA Report.

3.1.14.1 Existing Conditions

Recreational Facilities

Recreational facilities within the Rancho Santa Fe Covenant area consist of private facilities; there are no County-maintained neighborhood parks in the immediate project area. The San Dieguito County Park is a regional park located about 3 miles west of the project site, adjacent to the community of Lomas Santa Fe. This regional County Park provides picnicking, hiking, and other informal recreational activities within a 125-acre area.

Equestrian Activities

The community of Rancho Santa Fe maintains a semi-rural atmosphere. Horses are kept on local estates, and equestrian activities are prevalent in Rancho Santa Fe. The Rancho Santa Fe Association estimates that there are some 1,300 equestrian permit holders within Rancho Santa Fe, with some housing two or more horses. The Rancho Riding Club also boards 110 horses. Key persons who were interviewed for the EUA Report stressed that equestrian activities are an integral part of life in Rancho Santa Fe.

There are approximately 45 miles of designated horse trails in Rancho Santa Fe that are only open to Rancho Santa Fe Association members. These designated trails run through private property, community streets and roadways, and some small easements through public property. Although the full extent is unknown, there are also many “undesignated” trails throughout the area that are used by equestrians and walkers alike. The following three designated trails are located adjacent to the proposed roundabouts, where riders, walkers, and dog-walkers must cross streets at or near the proposed roundabouts intersections:

- The trail along Las Colinas, crossing at the Paseo Delicias/Via de la Valle/La Fremontia intersection (see Figure 1.4)
- The trail beginning at La Valle Plateada and continuing east along the south side of Paseo Delicias (see Figure 1.5)
- The trail crossing at the El Camino Del Norte intersection (see Figure 1.6)

Regulatory Setting

Applicable planning documents pertaining to recreation/equestrian uses include the San Diego County General Plan, the San Dieguito Community Plan, and the Community Trails Master Plan. Each of these documents specifies the goal of retaining the rural character and the equestrian nature of the San Dieguito community of which Rancho Santa Fe is a part.

3.1.14.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The identified significance thresholds for impacts on recreation are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on recreation would occur if the project would:

1. 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.
2. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Existing Recreational Facilities

Guideline for the Determination of Significance

- 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.

Analysis

The project would not involve construction of new housing and, therefore, would not result in an increase in population that would increase use of and thereby cause physical deterioration of existing park and recreation facilities. Therefore, the project would result in **no impact** on recreational facilities.

Construction or Expansion of Recreational Facilities

Guideline for the Determination of Significance

- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

Analysis

The existing equestrian trails would be maintained in their existing locations up to each proposed roundabout intersection. The trail at the El Montevideo/La Valle Plateada intersection would remain in the current location. The trail crossing at the Via de la Valle/La Fremontia intersection and the trail crossing at the El Camino Del Norte intersection both include minor alignment adjustments to re-route the trails along the periphery of the expanded right-of-way to the designated intersection crossing areas.

Existing Equestrian Trails – Construction

During construction, use of equestrian trails could be temporarily affected or delayed by construction activity. This would be especially true along the designated trails that cross at the proposed El Camino del Norte and Via de la Valle/La Fremontia roundabouts. Crossing also occurs at the El Montevideo/La Valle Plateada intersection, but it is not a designated trail crossing. Typical construction activities affecting equestrian use could be caused by temporary removal of existing trails and pavement, grading along the road edges, equipment use and staging, and other temporary alterations to the existing equestrian trail use areas that would be within the proposed construction zone.

Project plans and specifications require that the construction contractor provide for continued equestrian crossing access at the three intersections through temporary trail realignments and from traffic flagging/safety personnel on site during all construction activities at each intersection. Because of the temporary nature of construction and planned construction practices that would provide for continued safe use of trail routes through the construction areas at each intersection, equestrian use impacts would be **less than significant**.

Existing Equestrian Trails – Operations

The existing condition includes equestrian trail crossings and traffic along area roadways. The proposed design would not substantially change the relationship between equestrian trail users and vehicle traffic navigating through the area. Figures 1.4 and 1.6 show the proposed new trail alignments that would be available for equestrian use at the Via de la Valle/La Fremontia and El Camino del Norte roundabouts. Equestrian crossings would be directed to the shared pedestrian/equestrian crosswalks for safety purposes. This configuration would increase safety because motorists expect to see people crossing at these locations and vehicle speeds would be the slowest at the roundabout. These intersections, as well as the El Montevideo/La Valle Plateada intersection, would include crossing signage, advance flashing warning lights, and push-button-activated in-pavement flashing lights and above ground flashing beacons to warn drivers of the need to yield to equestrians at each intersection. The proposed roundabouts would improve safety for equestrian and pedestrian crossings and would continue to provide equestrian crossings to other area trails at the project intersections. Therefore, the project would have **no impact** on equestrian access.

3.1.14.3 Cumulative Impact Analysis

Potential equestrian impacts are specific to the three intersection improvement locations, and, therefore, only the Village Community Presbyterian Church would be in a location where a cumulative recreation and equestrian impact could occur during construction of each project. The project would improve safety for equestrians and pedestrians at the intersection crossings. Some temporary interruption of equestrian use is expected during construction, but full use of the equestrian trails would be restored with completion of the project. Therefore, there would be **no cumulative impact** relative to equestrian use, and the project would not contribute to any potential impacts from other projects in the area.

3.1.14.4 Conclusions

Rancho Santa Fe trail system users may experience some temporary disturbances from alteration of trails in the construction areas. Project plans and specifications require that the construction contractor provide for continued equestrian crossing access through temporary trail realignments and from traffic flagging/safety personnel on site during construction. This temporary construction impact would be **less than significant**. Upon completion of the project, there would be **no impact** on continued equestrian use in the project area.

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3.1.15 Utilities and Service Systems

This section discusses impacts on utilities and service systems in the project area. The information and analysis herein have been compiled based on site visits and a review of maps and records maintained by the RSFCSD, Santa Fe Irrigation District, and the Rancho Santa Fe Association.

3.1.15.1 Existing Conditions

Wastewater treatment service in the project area is provided by the RSFCSD; water service is provided by the Santa Fe Irrigation District. The RSFCSD also contracts with the Rancho Santa Fe Association to maintain roadside landscaping along the unincorporated County roads within the Rancho Santa Fe Covenant boundary.

Regulatory Setting

County's Solid Waste Ordinance (Section 68.501 et seq. of the San Diego County Code of Regulatory Ordinances)

The Solid Waste Ordinance provides for the management of Solid Waste; the storage, collection, transportation, and recovery of marketable and recyclable materials; the disposal of solid waste in San Diego County; and the orderly regulation of the business of collecting, transporting, and/or disposing of solid waste kept, accumulated or produced within the unincorporated area of the County.

California Solid Waste Facility Permits Regulations (Public Resources Code Section 44001 et seq.)

This section of the Public Resources Code contains regulations regarding the requirements for solid waste facility permitting.

3.1.15.2 Analysis of Project Effects and Determination as to Significance

Guidelines for the Determination of Significance

The identified significance thresholds for impacts on utilities and service systems are based on criteria provided in Appendix G of the State CEQA Guidelines. A significant impact on utilities and service systems would occur if the project would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. 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.
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
4. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

6. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
7. Not comply with federal, state and local statutes and regulations related to solid waste.

Wastewater Treatment, Water Supply and Stormwater

Guidelines for the Determination of Significance

A significant impact on utilities and service systems would occur if the project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- 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.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Not have sufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.

Analysis

The project would not involve improvements that would require wastewater treatment facilities and no wastewater infrastructure is located within the immediate project area. As such, the project would not exceed wastewater treatment requirements of the applicable RWQCB, result in the need for construction of new wastewater treatment facilities, or result in inadequate capacity to provide wastewater treatment to the provider's existing commitments. Therefore, there would be **no impact** related to wastewater treatment, capacity or existing treatment requirements.

The project includes construction of new minor stormwater drainage facilities, which would consist of combined curb-gutters to facilitate the drainage of stormwater out of the roadway, and additional drainpipe and velocity controls at outlets to dissipate energy from stormwater run-off. Impacts related to construction of the new minor stormwater drainage facilities are considered as part of the whole of the project, and any potential construction impacts are analyzed and described in each subject area throughout the EIR. As described in Section 3.1.8, Hydrology and Water Quality, there would be no significant impacts related to the proposed stormwater drainage facilities that could require expansion of off-site facilities. In fact, implementation of the proposed project would reduce impervious surfaces as compared with existing conditions. Therefore, impacts resulting from the construction of new stormwater drainage facilities would be **less than significant**.

The project would include irrigation of landscaping as necessary at each of the roundabout locations, but would not require or result in the construction of new water facilities or expansion of existing facilities. Landscaping would consist of primarily of drought-tolerant native vegetation, along with ornamental shrubs and eucalyptus to complement the existing character, which would help reduce the project's water needs. Also, the irrigation system would be high-efficiency to minimize the potential for runoff waste from overwatering, and would have rain-

sensors to cut-off irrigation during rainy weather. Therefore, there would be a **less than significant** impact related to water facilities or supply.

Solid Waste Capacity

Guidelines for the Determination of Significance

A significant impact on utilities and service systems would occur if the project would not:

- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state and local statutes and regulations related to solid wastes.

Analysis

Operation of the roundabouts would not generate solid waste. However, project construction would require disposal of solid wastes such as asphalt, green waste and other construction related wastes, which would be disposed of by the construction contractor at a permitted solid waste facility in accordance with the County's Solid Waste Ordinance. In San Diego County, prior to issuance of solid waste facility permits, the County Department of Environmental Health obtains concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018). The relatively small amount of solid waste generated by project construction would not affect permitted capacity at any of the five permitted active landfills in San Diego County with remaining capacity. Therefore, because there is sufficient existing capacity to accommodate the project's solid waste disposal needs in a manner compliant with federal, state and local statutes and regulations, impacts would be **less than significant** related to solid waste.

3.1.15.3 Cumulative Impact Analysis

No significant impacts related to the provision of wastewater treatment, stormwater conveyance, water supply, or solid waste services were identified for the cumulative projects identified in Section 1.7. Because the project would not require wastewater treatment and would have relatively minor requirements for landscape irrigation and solid waste disposal, its contribution to potential cumulative impacts from other projects in the area would be **less than significant**.

3.1.15.4 Conclusions

The project does not require wastewater treatment facilities, and would include construction of minor stormwater improvements and the use of small volumes of water for landscape irrigation. Solid waste disposal would comply with all applicable regulations. Therefore, impacts would be **less than significant** related to utilities and service systems.

3.2 Effects Found Not Significant as Part of the Initial Study

No environmental initial study was performed for the proposed project. All environmental issue areas are addressed in this EIR.

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CHAPTER 4.0 PROJECT ALTERNATIVES

This section implements the requirements set forth in State CEQA Guidelines Section 15126.6 regarding analysis of alternatives in EIRs. Section 15126.6 calls for analysis of a range of reasonable alternatives considering the “rule of reason.” As applied to selection and analysis of project alternatives, this means that an EIR need consider only those alternatives necessary to permit a reasoned choice. State CEQA Guidelines (Section 15126.6[a]) state that “an EIR need not consider every feasible alternative to a project” and that “an EIR is not required to consider alternatives which are infeasible.” Therefore, alternatives should be limited to those that meet most of the basic project objectives, are feasible, and would avoid or substantially reduce at least one of the significant effects of the project. An EIR need not consider alternatives for which the effects cannot be reasonably determined and for which implementation is remote and speculative (State CEQA Guidelines Section 15126.6(f)(3)). The inclusion of the three alternatives considered in this EIR satisfies the requirements outlined in the State CEQA Guidelines.

CEQA also requires consideration of a “No Project Alternative” and identification of the environmentally superior alternative from among the project alternatives. If the “No Project Alternative” is the environmentally superior alternative, the EIR needs to identify an environmentally superior alternative from among the other alternatives. The discussion of alternatives in this EIR satisfies those requirements.

4.1 Rationale for Alternative Selection

4.1.1 Alternatives Selected for Evaluation

As stated above, the State CEQA Guidelines require that a No Project Alternative be included in all EIRs. The No Project Alternative typically assumes that there will be no development that would change the existing conditions described in the EIR, and that the existing conditions would remain unchanged or would change according to the land use plan. For example, if an undeveloped site has a residential designation, in certain cases it may be reasonably foreseeable that residential development would be constructed in accordance with the land use plan.

The process of identifying potential build alternatives involved analyzing the project objectives as identified in Section 1.1 of this EIR, and the input received from the community and stakeholders via meetings, the NOP process, and the previous circulation of the draft EIR in 2008.

Three alternatives were analyzed: the Signalized Intersections Alternative, the Combined Roundabouts / Stop-Signs Alternative, and the No Project Alternative. The two build alternatives were selected based on community input, their ability to feasibly attain most of the project objectives, and their ability to avoid or substantially lessen the potentially significant impacts of the project. Specifically, the Signalized Intersections Alternative is analyzed in response to comments received from community residents who preferred traffic signals or requested that they be evaluated in the EIR. The Signalized Intersections Alternative is also analyzed as an alternative that would reduce significant project impacts on biological resources and construction-related traffic impacts. The Combined Roundabouts / Stop-Signs Alternative is analyzed as an alternative that would reduce the severity of construction-related traffic impacts. Table 4.1 provides a comparison between the impacts of the proposed project and each alternative with regard to the potentially significant project impacts on Biological Resources, and Transportation and Circulation.

4.1.2 Alternatives Rejected as Infeasible

4.1.2.1 *No Stop Signs on Paseo Delicias at El Montevideo/La Valle Plateada*

This alternative would allow continuous flow of traffic on Paseo Delicias through the El Montevideo/La Valle Plateada intersection with stop-sign control only for traffic approaching Paseo Delicias on these two streets. The County DPW Traffic Division advised that when this was done in the past, it resulted in an increased number of accidents, and subsequently, residents requested the four-way stop-sign controls. Additionally, because the stop signs create pauses in the through traffic along Paseo Delicias, removal of the stop signs on Paseo Delicias at the El Montevideo intersection would likely increase delay times and queue lengths for motorists who enter Paseo Delicias at this intersection (i.e. those making right or left turns onto Paseo Delicias from El Montevideo or La Valle Plateada). This alternative is not considered feasible because it would not meet the project objectives of easing traffic congestion at the three project intersections nor would it provide for safe intersections, and in fact would reduce the safety of the intersections.

4.1.2.2 *Alternative Route Location*

The alternative of a new road that would avoid Paseo Delicias is not evaluated in this document because of the existing developed character and historic significance of the community, terrain constraints that would require substantial landform alteration, and the high cost to acquire right-of-way (ROW) and improve a new road. Because of these constraints, analysis of a new road alternative is not considered feasible.

4.1.2.3 *Widen Corridor to Four Lanes*

This alternative would involve widening the entire project corridor of Paseo Delicias, from the Via de la Valle/La Fremontia intersection, to the El Camino del Norte/Del Dios Highway intersection from two to four lanes. This alternative is not considered feasible because it would not comply with the recently adopted General Plan (August 2011). The General Plan Mobility Element (ME) classifies Paseo Delicias as a 2.2A Light Collector (a two-lane road classification); changing this classification would require a General Plan Amendment. The General Plan ME identifies the segments of Paseo Delicias in the project area as “road segments where adding travel lanes is not justified” due to community and planning group preference, consistency with the State historic landmark status, and desire to maintain the semi-rural character. For these reasons, the General Plan Update EIR concludes that the adverse impacts related to widening the roadway do not outweigh the resulting benefit of increased traffic capacity. Due to these conflicts, an alternative that would widen the corridor to four lanes is not considered feasible.

4.1.2.4 *Limited Access*

A limited access alternative could consist of one of the following three options: full-time right-turn only access, peak-period sign-controlled right-turn only access, or limited left-turn access. The full-time right-turn only limited-access option would restrict all movements into and out of Paseo Delicias along the project corridor to right-turn only through construction of medians that would extend along the entire corridor, through each of the three project intersections, to disallow any left-turns at these intersections and all driveways along the corridor. Similarly, the peak-period sign-controlled right-turn only access option would restrict movements into and out of Paseo Delicias to right-turn only, but without the installation of medians. Instead, signs that read “No Left Turn Between the Hours of 7:00 a.m. and 9:00 a.m., and 4:00 p.m. and 6:00 p.m.” would be installed. The limited left-turn access option would provide for left-turns out of Paseo Delicias at the three project intersections only and would disallow all left-turns into Paseo

Delicias through specialized medians along the entire corridor that would restrict these movements. None of these limited access alternatives are considered feasible because each would have negative implications for circulation throughout the project area and beyond (e.g., significantly reduced access for surrounding residential uses and increased use of residential roads to accomplish left-turn maneuvers). Additionally, the two limited access options that would involve construction of medians that would span the entire length of the corridor would have greater impacts on: biological resources, construction traffic impacts, ROW takes of the adjacent properties, the rural character of San Dieguito, and the Historic Planned Community of Rancho Santa Fe. Furthermore, sign-controlled limited-access is expected to have a low compliance rate due to low motorist recognition of the restriction. For these reasons, a limited access alternative is not considered feasible.

4.1.2.5 *Reduced Roundabouts Size*

This alternative would further reduce the size of the roundabouts to reduce the amount of additional ROW necessary for their construction and operation. The reduction in the footprint would also potentially reduce impacts on biological resources, while still improving traffic operations from their existing condition. However, the proposed project has already been designed with the smallest roundabout circumference (per FHWA Guidelines for the design of rural roundabouts) that is considered safe and feasible to accommodate larger trucks. An alternative that is smaller would not meet minimum safety standards and would not be able to accommodate large vehicles; therefore, this alternative is not considered feasible.

4.2 Analysis of the No Project Alternative

4.2.1 No Project Alternative Description and Setting

Under the No Project Alternative, the roundabouts would not be installed, and no other alterations or improvements to the existing intersection configurations would be made. The environmental setting would remain the same as described in Section 1.4 of this EIR, and no change would be made to the existing intersection stop controls, equestrian crossing facilities, roadway widths, or roadway striping and signage.

The No Project Alternative would not achieve the project objectives, identified in Section 1.1 of this EIR, of easing traffic congestion at the three intersections or providing safe intersections for all users.

4.2.2 Comparison of the Effects of the No Project Alternative to the Proposed Project

4.2.2.1 *Biological Resources*

Under the No Project Alternative, the following potentially significant impacts would not occur: impacts on nesting raptors and migratory birds, potential impacts on one coast live oak tree, permanent impacts on 0.005 acre of non-wetland waters/ephemeral channel and CDFG and RWQCB jurisdictional streambed, and permanent impacts on 0.02 acre and temporary impacts on 0.02 acre of coastal sage scrub.

4.2.2.2 *Transportation and Circulation*

The No Project Alternative would avoid a significant construction-related impact on traffic. However, traffic congestion at the three intersections would continue, resulting in long queues at stop signs and causing some motorists to divert to neighborhood roads during peak hours, and the three intersections would continue to operate at LOS F.

4.2.3 Relationship to Project Objectives

The No Project Alternative would not achieve two main project objectives listed in Section 1.1 of this EIR, namely Objectives #1 and #3. As discussed above, although this alternative would not result in changes to the environment, the No Project Alternative would also not ease traffic congestion (Objective #1); nor would the No Project Alternative improve the safety conditions at the three intersections for vehicular traffic, bicycle traffic, pedestrians, and equestrians (Objective #3).

Although Objectives #1 and #3 would not be met, Objectives #2, #4, #5, and #6 would be met. The No Project Alternative would achieve Objective #2 by maintaining Paseo Delicias as a two-lane road, consistent with the General Plan Mobility Element. This alternative would meet Objective #4 by maintaining the rural character in the San Dieguito Community Plan area, and would meet Objective #5 because it would be consistent with the aesthetic, community character, and historic aspects of the Rancho Santa Fe community. Lastly, Objective #6 would be met because the No Project Alternative would avoid all potential impacts on structures, landscaping, property, and other features within the Historic Planned Community of Rancho Santa Fe.

4.3 Analysis of the Combined Roundabouts / Stop-Signs Alternative

4.3.1 Combined Roundabouts / Stop-Signs Alternative Description and Setting

This alternative would alter the outer two project intersections (Via de la Valle/La Fremontia and El Camino del Norte/Del Dios Highway) through construction of roundabouts; the existing stop-sign controls at the center intersection (El Montevideo/La Valle Plateada) would be retained. The roundabout design at the outer intersections would be the same as the proposed project, and is described in detail in Section 1.2.1 of this EIR. The existing stop-sign controls at the El Montevideo/La Valle Plateada intersection would be the same as described in Section 1.4 Environmental Setting.

4.3.2 Comparison of the Effects of the Combined Roundabouts / Stop-Signs Alternative to the Proposed Project

4.3.2.1 *Biological Resources*

The following potentially significant impacts were identified for the proposed project: impacts on nesting raptors and migratory birds, potential impacts on one coast live oak tree, permanent impacts on 0.005 acre of non-wetland waters/ephemeral channel and CDFG and RWQCB jurisdictional streambed, and permanent and temporary impacts on 0.02 acre of coastal sage scrub. Each of these impacts would be mitigated to less than significant.

All of the biological resources noted above occur at the outer two intersections. In addition, the Combined Roundabouts / Stop Signs Alternative would have the same construction footprint as the proposed project at the outer intersections; therefore the biological impacts of this alternative would be the same as for the proposed project. As with the proposed project, these impacts could be mitigated to less than significant by implementation of Mitigation Measures M-BI-2a, M-BI-2b, M-BI-3a, and M-BI-3b.

4.3.2.2 *Transportation and Circulation*

The Combined Roundabouts / Stop-Signs Alternative would require approximately 10 months to construct, and would not require temporary closure of the eastbound lane of Paseo Delicias at El Montevideo and implementation of a formal detour route, as would be necessary with the

proposed project. Therefore, due to the shorter construction duration and no extended single-lane closure, construction-related traffic impacts under the Combined Roundabouts / Stop-Signs Alternative would be reduced as compared to the proposed project, and it is expected that construction traffic related impacts would be less than significant.

The Combined Roundabouts / Stop-Signs Alternative would improve traffic operations at the two outer intersections over the current configuration. However, the Combined Roundabouts / Stop-Signs Alternative would not improve intersection operations at the center intersection. As such, this alternative would not improve traffic conditions as well as the proposed project.

4.3.3 Relationship to Project Objectives

The Combined Roundabouts / Stop-Signs Alternative would achieve four of the six project objectives listed in Section 1.1 of this EIR, Objectives #2, #4, #5, and #6. This alternative would meet Objective #2 because it would maintain the project corridor as a two-lane road, consistent with its General Plan Mobility Element designation. This Alternative would meet Objectives #4, #5, and #6 because it would maintain the rural character that is desired in the San Dieguito Community Plan area (Objective #4); be consistent with, and complementary to, the aesthetic, community character, and historic aspects of the Rancho Santa Fe community (Objective #5); and would minimize impacts on structures, landscaping, property, and other features within the Historic Planned Community of Rancho Santa Fe to a slightly greater degree than the proposed project, while following applicable roadway design standards (Objective #6). Regarding meeting Objective #3, which relates to safe intersections for vehicles, bicycles, pedestrians, and equestrians, the installation of roundabouts at the outer project intersections would only partially meet this objective, and to a lesser degree than the proposed project, because it would only improve safety at the outer intersections, while maintaining the existing condition at the center intersection. The Combined Roundabouts / Stop-Signs Alternative would not achieve Objective #1 because this alternative would only ease traffic congestion at the outer intersections – it would not improve the traffic operations at the center intersection.

4.4 Analysis of the Signalized Intersections Alternative

4.4.1 Signalized Intersections Alternative Description and Setting

The Signalized Intersections Alternative would alter the three project intersections through installation of traffic signals and restriping at each intersection, as described below. ROW acquisition for this alternative was not analyzed in detail; however, for purposes of this comparative analysis it is reasonable to assume that less ROW would be required because the roundabouts' center islands would require more space than this alternative.

- Via de la Valle/La Fremontia (Figure 4.1)
 - Install traffic signal with through lanes on Paseo Delicias from 12 to 17 feet wide approaching the intersection. An 11-foot-wide left-turn pocket would be installed on Paseo Delicias westbound, turning onto Via de la Valle, and 5-foot-wide shoulders would be maintained on Paseo Delicias.
 - The existing single lane on Via de la Valle northbound would be separated into one left-turn lane and one right-turn lane approaching the intersection with Paseo Delicias.
 - La Fremontia would be closed to traffic on the western end of the loop, leaving access open on the eastern end with the existing stop-sign control on La Fremontia.
 - The existing Las Colinas alignment at the intersection with Via de la Valle would remain the same with a stop-sign control on Las Colinas.

- No driveway closures would occur.
- Existing bus stops would remain in their current location.
- Equestrian trail crossings would occur at the current crosswalks.
- El Montevideo/La Valle Plateada (Figure 4.2)
 - Install traffic signal with a 12-foot-wide through lane in each direction, 11-foot-wide left-turn pockets in each direction, and 5-foot-wide shoulders on Paseo Delicias eastbound and westbound.
 - El Montevideo and La Valle Plateada road widths would remain the same.
 - Existing bus stops would remain in their current location.
 - Equestrian trail crossings would occur at the current crosswalks.
- El Camino del Norte (Figure 4.3)
 - Install traffic signal with a 12-foot-wide through lane in each direction, a 10-foot-wide turn pocket for eastbound left turns onto El Camino del Norte and a 12-foot-wide turn pocket for westbound right turns onto El Camino del Norte, and 5-foot-wide shoulders. Eastbound lane configurations would not be altered.
 - Due to the existing slope, a retaining wall would be installed within the existing ROW at the northeast corner of the intersection to accommodate the right-turn pocket.
 - No driveway closures would occur.
 - Equestrian trail crossings would occur at the proposed crosswalk.

4.4.2 Comparison of the Effects of the Signalized Intersections Alternative to the Proposed Project

4.4.2.1 *Biological Resources*

Under the proposed project, the following potentially significant impacts were identified: impacts on nesting raptors and migratory birds, potential impacts on one coast live oak tree, permanent impacts on 0.005 acre of non-wetland waters/ephemeral channel and CDFG and RWQCB jurisdictional streambed, and permanent and temporary impacts on 0.02 acre of coastal sage scrub. Each of these impacts would be mitigated to less than significant.

Under the Signalized Intersections Alternative, biological impacts would occur only for a retaining wall at the northeast corner of the El Camino del Norte intersection where no sensitive biological resources have been identified. Potential temporary indirect impacts from construction noise could occur on nesting or foraging sensitive bird species, including tree nesting raptors and nesting migrating birds, in the area of the El Camino del Norte intersection, though this impact could be mitigated to less than significant by implementation of Mitigation Measures M-BI-2a, M-BI-2b, M-BI-3a, and M-BI-3b.

4.4.2.2 *Transportation and Circulation*

The Signalized Intersections Alternative would require approximately 7 months to construct, and would not require temporary closure of the eastbound lane of Paseo Delicias at El Montevideo and implementation of a temporary detour. Therefore, due to the shorter construction duration and no extended single-lane closure, construction-related traffic impacts under the Signalized Intersections Alternative would be reduced as compared to the proposed project.

As shown in Table 4.2, the Signalized Intersections Alternative would improve traffic operations over the current configuration in nearly all cases under the existing traffic conditions, and in all

cases in the year 2030. However, the Signalized Intersections Alternative would not improve intersection operations as well as the proposed project, for all existing and year 2030 condition operations except during the PM peak hour at the El Camino del Norte intersection in 2030. Overall, the Signalized Intersection Alternative would improve traffic flow over the existing configuration, but not to the degree of the proposed project.

4.4.3 Relationship to Project Objectives

The Signalized Intersections Alternative would achieve four of the six project objectives listed in Section 1.1 of this EIR, Objectives #1, #2, #3, and #6. Although the Signalized Intersections Alternative would improve congested traffic conditions at each of the three project intersections, thereby meeting Objective #1, it wouldn't improve operations to the same degree as the proposed project. This alternative would meet Objective #2 because it would not involve widening of the road segments between the intersections. Regarding meeting Objective #3, which relates to safe intersections for vehicles, bicycles, pedestrians, and equestrians; the installation of traffic signals at the three project intersections would meet this objective by improving safety conditions for users to the same degree as the proposed project. The Signalized Intersections Alternative would also meet Objective #6 because it would minimize impacts on structures, landscaping, property, and other features within the Historic Planned Community of Rancho Santa Fe to a greater extent than the proposed project, while following applicable roadway design standards. The Signalized Intersections Alternative would not, however, maintain the rural character of the San Dieguito Community Plan area (Objective #4), or the aesthetic, community character and historic aspects of the Rancho Santa Fe community (Objective #5). Signalized intersections would be out of character with the community and would not complement the existing aesthetic or historic significance because there are currently no traffic signals within the historic landmark.

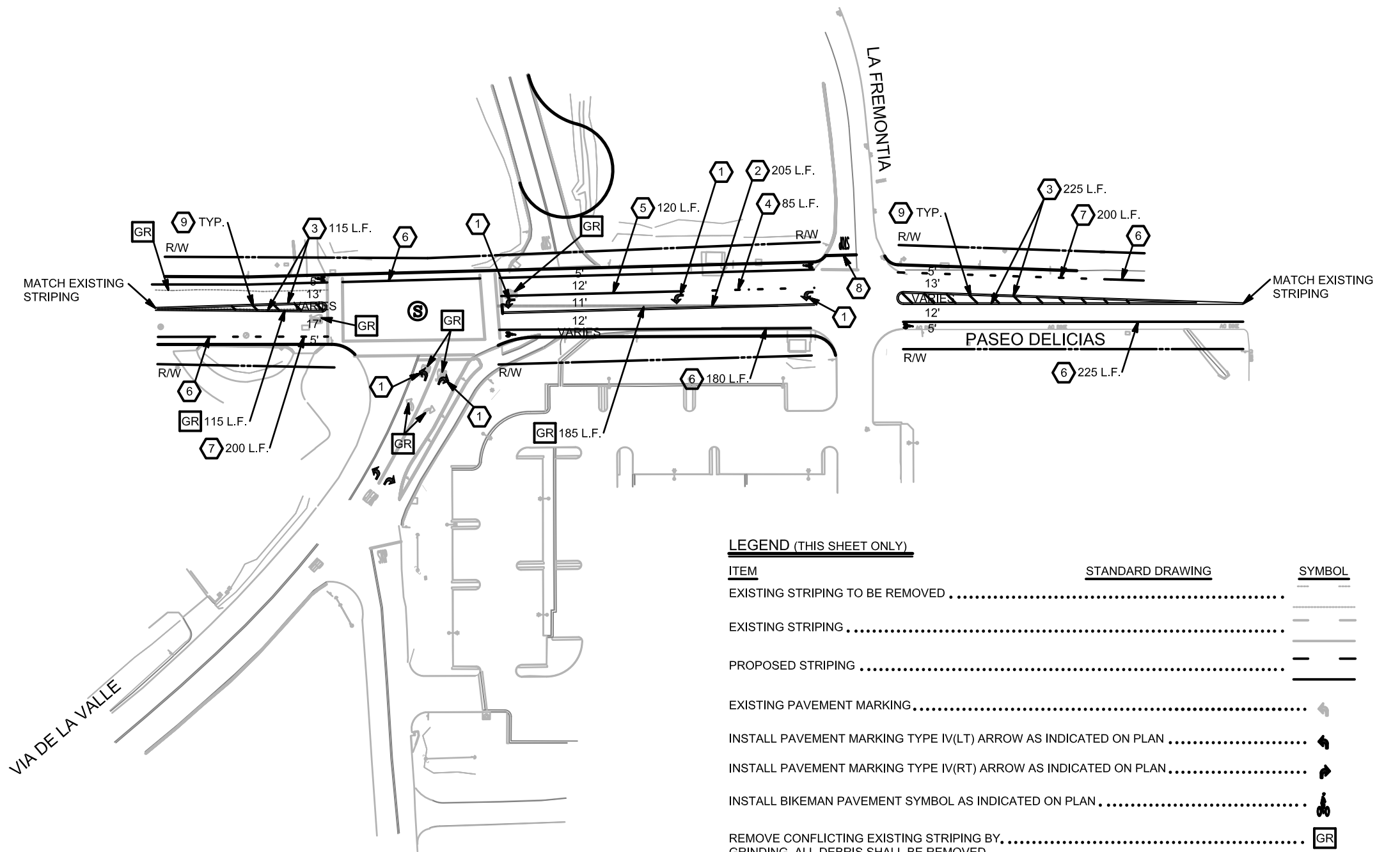
4.5 Environmentally Superior Alternative

A comparison of the anticipated impacts associated with the proposed project and the alternatives is summarized in Table 4.1. The proposed project would result in significant impacts on biological resources and traffic during construction. Impacts on biological resources would be mitigated to a level less than significant; however, impacts on traffic during construction would remain significant and unavoidable. Each alternative, on an impact-by-impact basis, has a different combination of effects that avoids, reduces, or has similar impacts as the proposed project. Compared to the proposed project, the No Project Alternative would avoid all biological resources and construction traffic impacts. Compared to the proposed project, the Signalized Intersections Alternative would have reduced impacts on biological resources and reduced impacts on traffic during construction. The Combined Roundabouts / Stop-Signs Alternative would have similar impacts on biological resources and would have reduced construction traffic when compared to the proposed project. It is important to note that the No Project Alternative cannot be identified under CEQA as the environmentally superior alternative. Therefore, because the Signalized Intersections Alternative would reduce impacts on both biological resources and construction traffic, and improve traffic operations at the three project intersections; the Signalized Intersections Alternative is considered the environmentally superior alternative.

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CALTRANS STANDARD PLANS

- ① A24A, TYPE IV(LT) OR (RT)
- ② A20A, DETAIL 22
- ③ A20B, DETAIL 29
- ④ A20C, DETAIL 37B
- ⑤ A20D, DETAIL 38
- ⑥ A20D, DETAIL 39
- ⑦ A20D, DETAIL 39A
- ⑧ A24E, 12" WHITE
- ⑨ 8" YELLOW @ 15' O.C.



ITEM	STANDARD DRAWING	SYMBOL
EXISTING STRIPING TO BE REMOVED
EXISTING STRIPING
PROPOSED STRIPING
EXISTING PAVEMENT MARKING
INSTALL PAVEMENT MARKING TYPE IV(LT) ARROW AS INDICATED ON PLAN
INSTALL PAVEMENT MARKING TYPE IV(RT) ARROW AS INDICATED ON PLAN
INSTALL BIKEMAN PAVEMENT SYMBOL AS INDICATED ON PLAN
REMOVE CONFLICTING EXISTING STRIPING BY GRINDING. ALL DEBRIS SHALL BE REMOVED BY THE END OF EACH WORK DAY.	GR
TRAFFIC SIGNAL	S

Source: Linscott, Law & Greenspan 2007

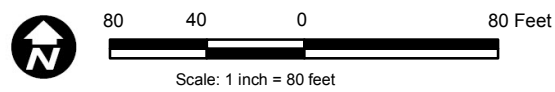


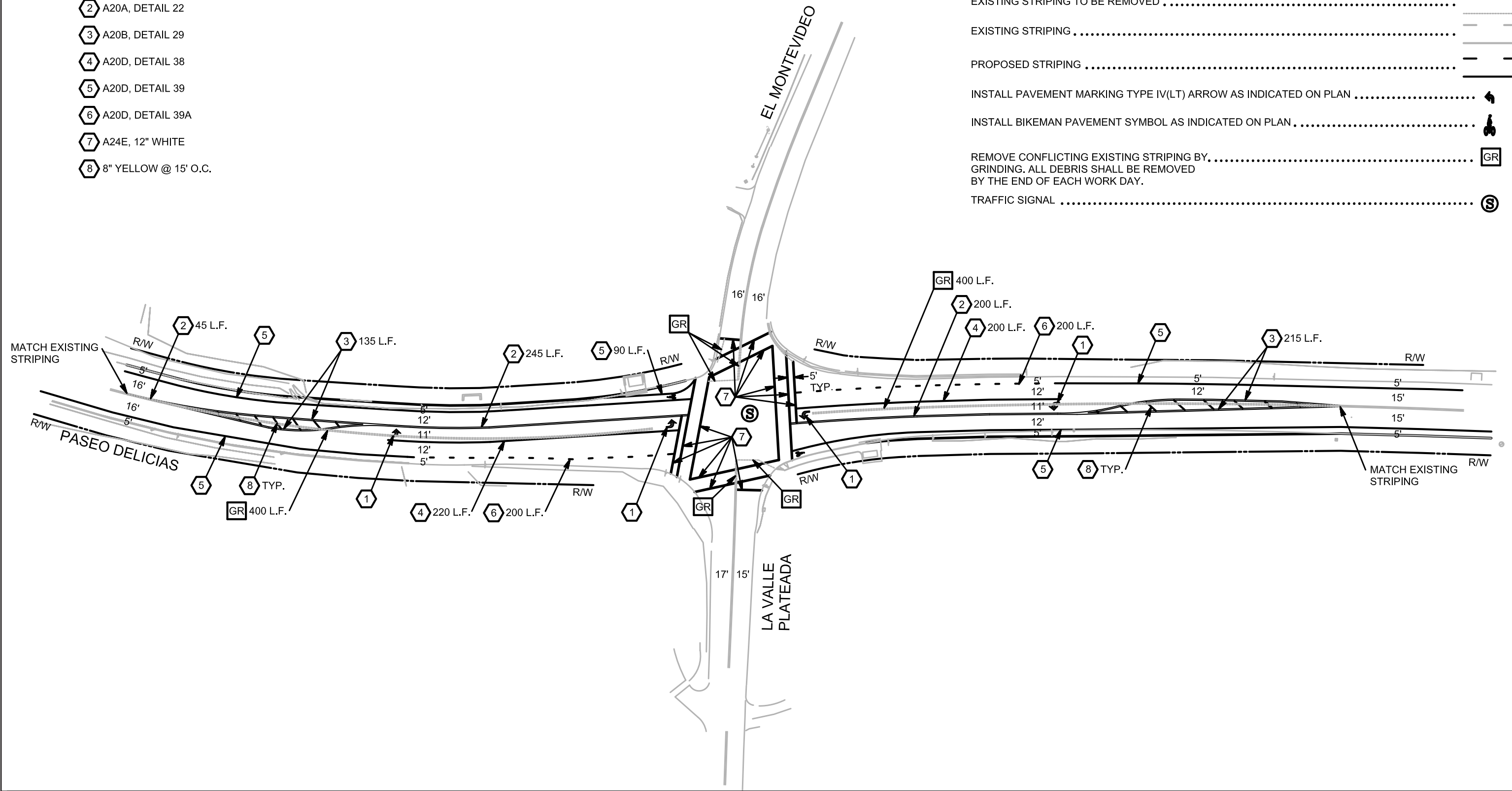
Figure 4.1
Via de la Valle/La Fremontia Signalized Intersection

CALTRANS STANDARD PLANS

- ① A24A, TYPE IV(LT)
- ② A20A, DETAIL 22
- ③ A20B, DETAIL 29
- ④ A20D, DETAIL 38
- ⑤ A20D, DETAIL 39
- ⑥ A20D, DETAIL 39A
- ⑦ A24E, 12" WHITE
- ⑧ 8" YELLOW @ 15' O.C.

LEGEND (THIS SHEET ONLY)

ITEM	STANDARD DRAWING	SYMBOL
EXISTING STRIPING TO BE REMOVED	---
EXISTING STRIPING	---
PROPOSED STRIPING	---
INSTALL PAVEMENT MARKING TYPE IV(LT) ARROW AS INDICATED ON PLAN	➔
INSTALL BIKEMAN PAVEMENT SYMBOL AS INDICATED ON PLAN	🚲
REMOVE CONFLICTING EXISTING STRIPING BY GRINDING. ALL DEBRIS SHALL BE REMOVED BY THE END OF EACH WORK DAY.	GR
TRAFFIC SIGNAL	Ⓢ



Source: Linscott, Law & Greenspan 2007

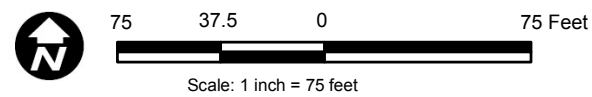


Figure 4.2
El Montevideo/La Valle Plateada Signalized Intersection

Table 4.1
Comparison of Project Alternatives Impacts
to Proposed Project Impacts

Issue Area	Proposed Project	No Project Alternative	Combined Roundabouts / Stop-Signs Alternative	Signalized Intersections Alternative (Environmentally Superior)
Biological Resources	Less than Significant with Mitigation Incorporated	<u>Less</u> than the proposed project; there would be No Impact on biological resources.	<u>Similar</u> to the proposed project; the impact would be Less than Significant with Mitigation Incorporated.	<u>Less</u> than the proposed project; the impact would be Less than Significant with Mitigation Incorporated.
Transportation and Circulation	Significant and Unmitigable impact during construction (temporary)	<u>Less</u> than the proposed project; there would be No Impact because there would be no construction.	<u>Less</u> than the proposed project; because there would be a shorter duration of construction, no extended single-lane closure, and no formal detour would be required.	<u>Less</u> than the proposed project; because there would be a shorter duration of construction, no extended single-lane closure, and no formal detour would be required.

**Table 4.2
Comparison of Alternative Intersection Operations under Existing and Year 2030 Operations**

Intersection	Peak Hour	Proposed Project				No Project Alternative (Current Configuration)				Signalized Intersections Alternative																																																																											
		Existing		Year 2030		Existing		Year 2030		Existing		Year 2030																																																																									
		Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²																																																																								
Del Dios Highway/ El Camino del Norte	AM	7.3	A	21.7	C	68.6	F	>100	F	12.2	B	25.1	C																																																																								
	PM	7.8	A	51.1	D	>100	F	>100	F	12.7	B	25	C																																																																								
Paseo Delicias/ El Montevideo/ La Valle Plateada	AM	7.3	A	11.8	B	43.6	E	>100	F	10.6	B	19.9	B																																																																								
	PM	6.9	A	8.9	A	63.9	F	>100	F	10.5	B	16.6	B																																																																								
Paseo Delicias/ Via de la Valle	AM	9.5	A	10.7	B	18.6	C	>100	F	13.6	B	15.5	B																																																																								
	PM	9	A	12.2	B	17.9	C	>100	F	22.3	C	27.6	C																																																																								
¹ Average delay expressed in seconds per vehicle. ² Level of Service. ³ Analysis was conducted assuming restriping at some approaches to avoid the need for split phasing on the major street. ⁴ Analysis was conducted using aaSidra software. As indicated in Section 2.2, a lower environment factor of 0.95 was utilized for the analysis.						<table border="0"> <tr> <td colspan="4" style="text-align:center"><u>UN SIGNALIZED</u></td> <td colspan="4" style="text-align:center"><u>SIGNALIZED</u></td> </tr> <tr> <td colspan="4" style="text-align:center">DELAY/LOS THRESHOLDS</td> <td colspan="4" style="text-align:center">DELAY/LOS THRESHOLDS</td> </tr> <tr> <td colspan="2" style="text-align:center">Delay</td> <td colspan="2" style="text-align:center">LOS</td> <td colspan="2" style="text-align:center">Delay</td> <td colspan="2" style="text-align:center">LOS</td> </tr> <tr> <td colspan="2" style="text-align:center">0.0 < 10.0</td> <td colspan="2" style="text-align:center">A</td> <td colspan="2" style="text-align:center">0.0 < 10.0</td> <td colspan="2" style="text-align:center">A</td> </tr> <tr> <td colspan="2" style="text-align:center">10.1 to 15.0</td> <td colspan="2" style="text-align:center">B</td> <td colspan="2" style="text-align:center">10.1 to 20.0</td> <td colspan="2" style="text-align:center">B</td> </tr> <tr> <td colspan="2" style="text-align:center">15.1 to 25.0</td> <td colspan="2" style="text-align:center">C</td> <td colspan="2" style="text-align:center">20.1 to 35.0</td> <td colspan="2" style="text-align:center">C</td> </tr> <tr> <td colspan="2" style="text-align:center">25.1 to 35.0</td> <td colspan="2" style="text-align:center">D</td> <td colspan="2" style="text-align:center">35.1 to 55.0</td> <td colspan="2" style="text-align:center">D</td> </tr> <tr> <td colspan="2" style="text-align:center">35.1 to 50.0</td> <td colspan="2" style="text-align:center">E</td> <td colspan="2" style="text-align:center">55.1 to 80.0</td> <td colspan="2" style="text-align:center">E</td> </tr> <tr> <td colspan="2" style="text-align:center">> 50.1</td> <td colspan="2" style="text-align:center">F</td> <td colspan="2" style="text-align:center">> 80.1</td> <td colspan="2" style="text-align:center">F</td> </tr> </table>								<u>UN SIGNALIZED</u>				<u>SIGNALIZED</u>				DELAY/LOS THRESHOLDS				DELAY/LOS THRESHOLDS				Delay		LOS		Delay		LOS		0.0 < 10.0		A		0.0 < 10.0		A		10.1 to 15.0		B		10.1 to 20.0		B		15.1 to 25.0		C		20.1 to 35.0		C		25.1 to 35.0		D		35.1 to 55.0		D		35.1 to 50.0		E		55.1 to 80.0		E		> 50.1		F		> 80.1		F	
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<p>General Notes:</p> <p>Based on the Highway Capacity Manual; because the distance between the three intersections is more than 0.5 mile, the analysis assumes the intersections as isolated intersections. Therefore, even if one intersection is signalized and the other two have roundabouts, the calculated delay amount for respective analysis will not change.</p>																																																																																					

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CHAPTER 7.0 LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

This chapter provides a comprehensive list of all mitigation measures included in the EIR as well as the project design features that serve to avoid the potential for significant environmental impacts.

7.1 Mitigation Measures

7.1.1 Biological Resources

M-BI-1. In the event that impacts on any coast live oak individuals (or their root zones) occur as a result of project implementation, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project. These plantings shall be monitored for a period of five years. In the event that coast live oak replacement plantings do not successfully establish within the monitoring period, these plantings shall themselves be replaced.

M-BI-2a. To avoid direct impacts on tree-nesting raptors from vegetation clearing, vegetation clearing shall occur outside of the raptor breeding season (January 15–July 15).

M-BI-2b. If such activities cannot be avoided during the breeding season, potential direct impacts shall be minimized through preconstruction tree-nesting raptor surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on tree-nesting raptors due to construction noise shall be avoided by initiating construction activities prior to the raptor breeding season. Subsequent nesting raptor surveys shall be conducted if construction is halted for more than one week at any time during the raptor breeding season.

M-BI-3a. To avoid direct impacts on nesting migratory birds from vegetation clearing, vegetation clearing shall occur outside of the migratory bird breeding season (February 15–September 15).

M-BI-3b. If such activities cannot be avoided during the migratory bird breeding season, potential direct impacts shall be minimized through preconstruction migratory bird surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on nesting migratory birds due to construction noise shall be avoided by initiating construction activities prior to the bird breeding season. Subsequent nesting bird surveys shall be conducted if construction is halted for more than one week at any time during the breeding season.

M-BI-4. Mitigation for temporary impacts on sensitive Diegan coastal sage scrub habitat shall include restoration of all temporary construction impacts on site at a 1:1 mitigation to impact ratio. Mitigation shall occur through revegetation of the manufactured slope at the retaining wall at the El Camino del Norte roundabout with a native Diegan coastal sage scrub seed mix. Mitigation for permanent impacts on Diegan coastal sage scrub habitat shall be mitigated off site through habitat conservation at a 2:1 mitigation ratio. Offsite mitigation shall occur at a County mitigation bank or other appropriate mitigation site approved by the resource agencies.

M-BI-5. Permanent impacts (0.005 acre) on non-vegetated channel (CDFG/RWQCB jurisdictional streambed) at the Via de la Valle/La Fremontia roundabout shall be mitigated on site (most likely at the El Camino del Norte location) to the degree feasible, or at a suitable offsite location approved by the resource agencies at a 2:1 mitigation to impact ratio.

M-BI-6. Impacts on Federal wetlands and waters would be avoided by implementing the following: An Environmentally Sensitive Area (ESA) shall be established around jurisdictional wetlands and waters of the U.S. and demarcated by orange construction fencing. A qualified biologist shall monitor to ensure that construction activities avoid this ESA.

Construction contractors or personnel shall implement a construction education program approved by County staff to ensure that contractors and all construction personnel are informed of the biological constraints associated with any particular construction site. The education program shall focus on (a) the purpose for resource protection, (b) contractor identification of sensitive resource areas in the field such as areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time during the construction process, and (e) ramifications of noncompliance. This program will be conducted by a qualified biologist.

7.1.2 Transportation and Circulation

M-TR-1. In order to minimize the temporary construction traffic impact to the extent feasible, traffic control plans shall be developed and implemented to facilitate traffic flow through the project area during construction activities.

The traffic control plans shall be developed prior to construction of the roundabouts. The plans shall be required to meet the following criteria:

- Traffic control/detour plans shall be prepared for the construction project per the Manual of Uniform Traffic Control Devices (MUTCD) and County standards.
- Signage and flagging operations shall be provided per the MUTCD and County standards.
- Flagger stations shall be located far enough in advance of the work space so that approaching road users will have sufficient distance to stop before entering the work space.
- Emergency access to all homes and businesses shall be maintained at all times. One travel lane shall be open at all times and access to emergency vehicles shall be prioritized and maintained at all times.
- Access to local residences and commercial sites shall be maintained at all times during construction.
- Property owners and residents shall be given ample warning as to when construction will occur. A public noticing campaign regarding the traffic control detours and anticipated delays shall be conducted.
- Flagging operations shall be implemented during the anticipated intermittent, short-duration single lane closures at each of the three roundabout intersections. During the morning peak hour, one lane shall remain open in each direction. During the remainder of the day only one travel lane shall be open, and flaggers shall be utilized to allow one direction of traffic to proceed for a maximum of 10 minutes.
- A formal detour route and plan, as depicted in Figure 2.2.3, shall be implemented during the anticipated closure of the eastbound lane of Paseo Delicias at the El Montevideo

intersection. The closure is expected to last approximately two weeks, and should not last any longer than two months. The westbound lane shall remain open at all times.

7.2 Project Design Features for Avoidance of Environmental Impacts

7.2.1 Aesthetics and Visual Quality

The following aesthetic and visual quality measures are incorporated into the project design:

- A final landscaping plan shall be prepared in accordance with the conceptual landscaping plan and materials, as shown in Table 3.1.1 and Figures 3.1.1, 3.1.3, and 3.1.5 of Section 3.1.1 of this EIR. Additionally, the following factors shall be considered during design of the final landscaping plan: (1) the architectural, historic, and community character of Rancho Santa Fe; (2) vehicular and pedestrian safety through appropriate location of different vegetation sizes and textures; (3) use of native, drought-tolerant species to facilitate meeting County DPW xeriscape goals (note that the temporary coastal sage scrub impact area would be revegetated only with the coastal sage scrub species from Table 3.1.1); and (4) incorporation of specific nonnatives that are prominent in the project area, such as eucalyptus trees, to preserve the unique visual experience of the community. Except for the coastal sage scrub temporary impact area, the final planting pallet will be selected by the community of Rancho Santa Fe and shall be approved by the County for safety and sight-line distances.
- At the conclusion of construction, all temporary impact areas, including private property and County ROW areas, shall be planted according to the final landscape plan to minimize erosion, restore landscaping, and mitigate temporary impacts on coastal sage scrub habitat. Native coastal sage scrub species from the conceptual plant palette such as California sagebrush, dwarf coyote bush, monkey flower, and California encelia, shall be used to revegetate the 0.02-acre area of temporary impact on coastal sage scrub habitat.
- Existing vegetation within the impact area shall be preserved as feasible. In instances where existing, character defining plant material, such as Eucalyptus, has been impacted or removed as a part of the project, a similar species shall be replanted when feasible.
- In cooperation with the County, vegetation planted as a part of the proposed landscape treatment would be selected by the community of Rancho Santa Fe. Similarly, it is anticipated that a cooperative agreement regarding on-going maintenance of the vegetation would be provided to maintain the planting in the condition on which this analysis was predicated.
- Proposed pedestrian safety lighting fixtures shall be shielded and directed downward, and shall conform to the fixture aesthetics guidelines outlined in the 2011 Rancho Santa Fe Roundabouts Lighting Memorandum, provided by the County of San Diego, as follows:
 - Height: To maintain pedestrian scale and minimize visual intrusion, the fixture shall not exceed 15 feet from finished grade to the top of the luminaire.
 - Color: Non-luminaire components shall be finished in a dark earth-toned or flat black color, consistent with the surrounding rural character. A dark earth-tone and/or flat black finish would allow the components to visually recede within the viewshed during both day and nighttime viewing because those colors would not draw attention or appear out of place within a rural or more naturalized setting.

- Illumination Color Temperature: To achieve a more natural appearance, color temperature shall range from 4,000–4,200 degrees Kelvin (K). As an example, the color temperature of moonlight is approximately 4,200K. This would suggest that both the orange low-pressure sodium (LPS) and more traditional blue light-emitting-diode (LED) sources are not appropriate given the surrounding visual context and intended use.
- Ornamentation: Ornamentation on the base, pole, capital, and luminaire shall be minimized to avoid visual intrusion and the introduction of decorative elements that are not consistent with existing surrounding visual or community character. Ornamentation shall also be minimized to avoid introducing characteristics that imitate historical features, thus resulting in a false sense of historicism. Ornamentation shall be discreet and reflect the historically rustic character of the planned community.
- Base: To minimize visual clutter and reduce overall bulk, a decorative base shall not be included as a part of these fixtures. A tapered pole should be mounted directly to a sub-grade footing, and a standard, unembellished base shall be provided to cover and protect the flange and mounting hardware from tampering and premature weathering.
- Pole: To minimize a traditionally urban or formal visual appearance, the pole shall be a tapered, round pole without fluting. Due to overall height, a smooth pole mounted directly to a footing would appear less visually intrusive than an ornate decorative pole.
- Capital or Arm: To maintain pedestrian scale and minimize impacts to existing visual character, a decorative capital shall not be included as a part of these fixtures. A pole arm (or curved pole extension) is an acceptable fixture element and would allow the light to be directed downward and would not contribute negatively to scale, visual bulk, or existing visual quality.
- Luminaire (light source): The luminaire is the primary visual and character-defining element of a light fixture. For maximum visual quality and character sensitivity, the preferred design would obscure the luminaire from direct view. This would suggest that an “acorn” style luminaire is not appropriate given the surrounding visual context and goal of minimizing visual intrusion.

7.2.2 Air Quality

The following project design measures to control dust and particulates, including diesel particulate emissions, are to be incorporated into the project’s construction specifications:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering shall be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Cover all trucks hauling dirt when traveling at speeds greater than 15 miles per hour.
- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.
- Also, certain Hydrology and Water Quality Design Features, such as material and stockpile management, stabilized construction entrance, and street sweeping and vacuuming; and

certain Aesthetics and Visual Quality Design Features, such as landscape planting, would also constitute dust and particulate control measures.

7.2.3 Biological Resources

The following biological resource measures are incorporated into the project design:

- The proposed roundabouts have been designed to avoid impacts to sensitive plant species to the maximum extent possible. Within 30 days prior to commencement of construction within native habitat, sensitive plants within the project footprint, specifically California adolphia, shall be located and flagged. An Environmentally Sensitive Area (ESA) shall be established and demarcated by orange construction fencing to protect these plants from construction-related impacts. A qualified biological monitor would ensure that the limits of the construction footprint would be located to avoid this ESA and any associated sensitive plants.

7.2.4 Transportation and Circulation

The following considerations have been incorporated into the project design to ensure that the project would safely accommodate pedestrians, bicyclists, and equestrians as well as motorists.

- Equestrian crossing access at the three intersections shall be maintained during construction through traffic/safety personnel (e.g., flaggers). This requirement shall be included in the construction specifications and the traffic control plan.
- New trail alignments would be constructed as part of the proposed project at the El Camino del Norte and Via de la Valle/La Fremontia roundabouts.
- Pedestrian/equestrian crossings would be delineated by crosswalk markings in the pavement. Push-button crossing controls would activate in-pavement lighting.
- Equestrian height push-button controls would activate an advanced flashing warning signs located between 400–500 feet before the intersection to notify motorists that equestrians are crossing at a cross-walk ahead.
- Pedestrian-scale lighting fixtures would provide intersection visibility by illumination of the curb faces on the splitter islands and pedestrian crossing areas.
- Reflectors would be installed on all splitter island curbs and the outer edges of the truck aprons to provide motorists with enhanced curb visibility and intersection awareness.
- The proposed lighting would have an illumination level below the County Public Road Standards, and a design exception would be processed per Section 5.8.C of the Road Standards.
- The final landscaping planting palette would be selected by the community of Rancho Santa Fe and approved by the County for safety and sight-line distances to ensure vehicular and pedestrian safety through appropriate location of different vegetation sizes and textures.

7.2.5 Greenhouse Gas Emissions

The following greenhouse gas emissions reduction measures are incorporated into the project design:

- All recyclable construction and demolition waste shall be disposed of at the appropriate materials recycling facility.

- Recycled construction materials shall be used in lieu of new materials where feasible.
- The minimum necessary outdoor lighting has been included in the design as needed for safety.
- All project lighting shall consist of energy efficient light sources, such as light emitting diodes.
- Efficient irrigation systems shall be utilized (refer to Section 7.2.6 below).
- Enhanced public transit, pedestrian and bicycle facilities shall be implemented. The relocated bus stops shall feature bus pullouts and covered bus stops with benches. The intersection improvements shall include signalized pedestrian/equestrian crossings that can also be used by bicyclists.
- Existing trees shall be preserved to the extent feasible, and new trees shall be planted (refer to Section 2.1, 3.1.1, and 7.2.1 for additional information on tree preservation and landscaping).

7.2.6 Hydrology and Water Quality

7.2.6.1 Water Quality – Regulatory Compliance

Construction

In compliance with the Statewide General Construction NPDES Permit, the County would submit an NOI to the SWRCB prior to commencement of construction activities and, per the Watershed Protection Ordinance, would prepare and implement a SWMP. The SWMP would include BMPs that address source reduction and provide measures and controls necessary to avoid release of potential pollutants. Recommended BMPs for the construction phase, based on the *Plans for Construction of Roundabouts at El Montevideo, Via de la Valle, and El Camino del Norte* prepared for the County by David Evans and Associates, include:

Silt Fence	Stabilized Construction Entrance/Exit
Fiber Rolls	Sanitary/Septic Waste Management
Street Sweeping and Vacuuming	Spill Prevention and Control
Material Management	Concrete Waste Management
Stockpile Management	Water Conservation Practices
Solid Waste Management	

Operation

To comply with County, State, and Federal water quality regulations, the *Plans for Construction of Roundabouts at El Montevideo, Via de la Valle, and El Camino del Norte* has identified the following structural, source-control and treatment control BMPs that would be incorporated into the project:

- Designing the project to minimize impervious areas. Retaining walls have been included in the design to minimize grading impacts and soil disturbance on adjacent areas. Also, although the project would increase the footprints of the intersections, because the center of

the roundabouts and splitter islands would be landscaped, the project would reduce impervious areas as compared to the existing condition.

- Protecting Slopes and Channels. Stormwater runoff would be conveyed safely from the tops of manufactured slopes and designed to avoid slope erosion.
- Efficient Irrigation Systems would be installed in any landscaped areas that require regular irrigation. This may include installation of rain shutoff devices on irrigation systems, flow reducers, or shutoff valves to conserve water use.
- Permanent Treatment / Source-Control Facilities. Filter inserts would be installed at each of the new stormwater inlets to reduce the introduction of roadway contaminants into downstream drainages. These facilities would be maintained by the County.
- Permanent Velocity Control Facilities. Riprap would be installed at each outlet to dissipate energy (control the velocity) of stormwater as it spills from the outlet. Energy dissipation of the outflow decreases erosion, which reduces sedimentation downstream.

These BMPs would effectively capture and treat potential pollutants from the project prior to discharging off site.

7.2.7 Noise

The following project design measures to reduce noise levels during construction are to be incorporated into the project's construction specifications:

- Each internal combustion engine shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without said muffler.
- The Contractor will be required to comply with Chapter 4 of Division 6 of Title 3 of Section 1 of San Diego County Code of Regulatory Ordinances relating to noise control and abatement as added by Ordinance No. 9962 (New Series); specifically as it relates to Sections 36.408, 36.409 and 36.410 (Hours of Operation of Construction Equipment, Sound Level Limitations on Construction Equipment, and Sound Level Limits on Impulsive Noise, respectively).
- If traffic control and construction signs that require power for lighting or flashing are located near residences, the source of power shall be batteries, solar cells, or another quiet source. Gas- or diesel-fueled internal combustion engines shall not be used.

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ATTACHMENT B

**DRAFT ENVIRONMENTAL IMPACT REPORT
TECHNICAL APPENDICES (INCLUDED AS A CD)**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, CA 92123**

**Contact: Gail Jurgella Getz, Environmental Planning Manager
(858) 694-3911**

September 2016

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ATTACHMENT C

**FINDINGS CONCERNING MITIGATION
OF SIGNIFICANT ENVIRONMENTAL EFFECTS**

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT C

**FINDINGS CONCERNING MITIGATION
OF SIGNIFICANT ENVIRONMENTAL EFFECTS**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
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San Diego, CA 92123**

**Contact: Gail Jurgella Getz, Environmental Planning Manager
(858) 694-3911**

September 2016

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FINDINGS CONCERNING MITIGATION OF SIGNIFICANT ENVIRONMENTAL EFFECTS

**Rancho Santa Fe Roundabouts Project
Rancho Santa Fe, California
SCH # 2007101081
October 2014**

The County of San Diego Board of Supervisors (decision-making body) makes the following findings for each significant effect identified in the Final Environmental Impact Report (FEIR) pursuant to Public Resources Code Section 21081(a)(1) (changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment) or Section 21081(a)(3) (specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the environmental impact report). The significant effects and mitigation measures are stated fully in the FEIR. These findings are explained below and are supported by substantial evidence in the record of proceedings.

1. Biological Resources

Significant Effect: Impact BI-1 – In the event that impacts on the coast live oak tree in the project footprint at the Via de la Valle/La Fremontia intersection cannot be avoided during construction, the resulting impact would be considered a significant direct impact (FEIR pg 2.1-8). Two coast live oak trees occur within ornamental landscaping in the study area at the Via de la Valle/La Fremontia intersection, one of which is within the project footprint. As currently designed, construction of the proposed project is anticipated to avoid impacts on the coast live oak tree and its root zone. In the event that impacts on the coast live oak tree cannot be avoided during construction, the resulting impact would be considered a significant direct impact pursuant to Senate Bill 1334, which states conversion of oak woodland is subject to CEQA and must be mitigated.

Finding: Pursuant to Public Resources Code, section 21081(a)(1), specific changes or alterations have been required in, or incorporated into, the project which avoid, mitigate, or substantially lessen this potential effect on the environment (FEIR pg 2.1-13).

Mitigation Measures:

M-BI-1. Upon the conclusion of construction, a biologist will inspect the coast live trees for damage (initial inspection). In the event that impacts on any coast live oak individuals (or their root zones) occur as a result of project implementation, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project. The health and vitality of avoided oaks and any new plantings shall be monitored every two weeks during a 120-day plant-establishment period; monitoring shall continue on a decreasingly frequent basis for a period of five years. In the event that coast live oak replacement plantings do not successfully establish within the monitoring period, these plantings shall themselves be replaced. More detailed monitoring and success criteria requirements will be defined during preparation of the final

landscaping plan, which will be prepared prior to the commencement of construction.

Rationale: Direct impacts on coast live oak trees would be mitigated to less than significant through planting of five-gallon coast live oak trees at a 5:1 replacement to impact ratio. Monitoring the five-gallon replacement trees would check for their successful growth and establishment. In the event that the replacement plantings do not establish successfully, they would also be replaced. The proposed measure would mitigate any impacts on oak trees by replacing impacted oaks with a substantially greater number of trees, thereby conserving or increasing the number of oak trees in the area. Implementation of this measure would ensure the continued existence of oak trees in the area of the potential impact.

Significant Effect: Impact BI-2 – Nest disturbance caused by removal of large trees within the impact zone during the raptor breeding season would potentially result in a significant direct impact on tree-nesting raptors, and noise from construction activities during the raptor breeding season would result in a significant indirect impact on tree nesting raptors (FEIR pg 2.1-9). The study area supports several different vegetation communities, including disturbed/developed habitats that contain limited amounts of ornamental vegetation, such as large eucalyptus and pepper trees, as well as several coast live oak trees, which may provide potential nesting habitat for tree-nesting raptors. Nest disturbance caused by removal of large trees within the impact zone during the raptor breeding season would potentially result in a significant direct impact on tree-nesting raptors, and noise from construction activities during the raptor breeding season would result in a significant indirect impact on tree-nesting raptors.

Finding: Pursuant to Public Resources Code, section 21081(a)(1), specific changes or alterations have been required in, or incorporated into, the project that avoid, mitigate, or substantially lessen this potential effect on the environment (FEIR pg 2.1-14).

Mitigation Measures:

M-BI-2a. To avoid direct impacts on tree-nesting raptors from vegetation clearing, vegetation clearing shall occur outside of the raptor breeding season (January 15 – July 15).

M-BI-2b. If such activities cannot be avoided during the breeding season, potential direct impacts shall be minimized through preconstruction tree-nesting raptor surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on tree-nesting raptors due to construction noise shall be avoided by initiating construction activities prior to the raptor breeding season. Subsequent nesting raptor surveys shall be conducted if construction is halted for more than one week at any time during the raptor breeding season.

Rationale: Direct impacts on tree-nesting raptors from vegetation clearing would be avoided by restricting vegetation clearing to occur only outside of the breeding season for tree-nesting raptors; if such activities cannot be avoided during the breeding season, preconstruction nesting surveys shall be conducted and any active nest flagged and avoided. Potential indirect impacts from construction noise would be avoided by initiating construction activities outside of the breeding season. If construction cannot be restricted to outside of the breeding season, indirect impacts on tree-nesting raptors would be minimized by preconstruction tree-nesting raptor surveys. Indirect impacts on any occupied nest would be minimized by the restriction of any construction activity within 500 feet of the nest during occupation. By avoiding tree removal during the raptor breeding season, flagging any occupied trees, initiating construction activities prior to the breeding season, and avoiding construction within 500 feet of any identified occupied raptor nest, the project would ensure that raptors would not be affected by construction activities during their nesting season, which is critical to their continued survival.

Significant Effect: Impact BI-3 – Clearing and grubbing activities during the migratory bird breeding season would result in a significant direct impact, and generation of excessive noise would potentially result in a significant indirect impact on nesting migratory birds (FEIR pg 2.1-9). Clearing and grubbing of vegetation during the migratory bird breeding season would have the potential to directly impact nesting migratory birds that are protected under the Migratory Bird Treaty Act. In addition, construction activities that generate excessive noise would have the potential to indirectly impact some of these bird species that may be nesting in the vicinity of the project.

Finding: Pursuant to Public Resources Code, section 21081(a)(1), specific changes or alterations have been required in, or incorporated into, the project that avoid, mitigate, or substantially lessen this potential effect on the environment (FEIR pg 2.1-14).

Mitigation Measures:

M-BI-3a. To avoid direct impacts on nesting migratory birds from vegetation clearing, vegetation clearing shall occur outside of the migratory bird breeding season (February 15 – September 15).

M-BI-3b. If such activities cannot be avoided during the breeding season, potential direct impacts shall be minimized through preconstruction migratory bird nesting surveys conducted within one week prior to commencement of construction activities. Nest surveys shall be conducted within the construction site and extend to 500 feet from the construction site. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active. Potential indirect impacts on tree-nesting raptors due to construction noise shall be avoided by initiating construction activities prior to the migratory bird breeding season. Subsequent migratory bird nesting surveys shall be conducted if construction is halted for more than one week at any time during the breeding season.

Rationale: Direct impacts on nesting migratory birds from clearing and grubbing would be avoided by restricting clearing and grubbing to occur only outside of the breeding season for

migratory birds; if such activities cannot be avoided during the breeding season, preconstruction nesting surveys shall be conducted and any active nest flagged and avoided. Potential indirect impacts from construction noise would be avoided by initiating construction activities outside of the breeding season. If construction cannot be restricted to outside of the breeding season, indirect impacts on nesting migratory birds would be minimized by preconstruction nesting migratory bird surveys. Indirect impacts on any occupied nest would be minimized by the restriction of construction activity within 500 feet of the nest during occupation. By avoiding vegetation removal during the migratory bird breeding season, flagging any occupied trees, and initiating construction activities prior to the migratory bird breeding season, and avoiding construction within 500 feet of any identified occupied nest, the project would ensure that migratory birds would not be affected by construction activities during their nesting season, which is critical to their continued survival.

Significant Effect: Impact BI-4 – Project related impacts on Diegan coastal sage scrub habitat located at the El Camino del Norte roundabout location would be considered a significant direct impact (FEIR pg 2.1-10). Approximately 0.43 acre of coastal sage scrub was identified within the study area. As currently designed, construction of the proposed project would result in 0.02 acre of temporary impacts and 0.02 acre of permanent impacts on Diegan coastal sage scrub habitat, which would be considered a significant direct impact.

Finding: Pursuant to Public Resources Code, section 21081(a)(1), specific changes or alterations have been required in, or incorporated into, the project that avoid, mitigate, or substantially lessen this potential effect on the environment (FEIR pg 2.1-14).

Mitigation Measures:

M-BI-4. Mitigation for temporary impacts on sensitive Diegan coastal sage scrub habitat shall include restoration of all temporary construction impacts on site at a 1:1 mitigation to impact ratio. Mitigation shall occur through revegetation of the manufactured slope of the retaining wall at the El Camino del Norte roundabout with a native Diegan coastal sage scrub mix. Mitigation for permanent impacts on Diegan coastal sage scrub habitat shall be mitigated off site through habitat conservation at a 2:1 mitigation ratio. Offsite mitigation shall occur at a County mitigation bank or other appropriate mitigation site approved by the resource agencies.

Rationale: Direct temporary impacts on Diegan coastal sage scrub habitat would be mitigated to less than significant through on-site revegetation. Direct permanent impacts on Diegan coastal sage scrub habitat would be mitigated to less than significant through offsite habitat conservation at a 2:1 mitigation ratio. The proposed onsite replacement and offsite conservation would adequately compensate for the small amount of permanent and temporary impacts because the onsite condition would be maintained for the temporary impact area, and an area twice the size of the permanent impact area would be preserved offsite in perpetuity within a larger, more contiguous coastal sage scrub vegetated area, where it would have greater habitat functionality.

Significant Effect: Impact BI-5 – Impacts on jurisdictional non-wetland waters located at the Via de la Valle/La Fremontia intersection would constitute a significant direct impact

(FEIR pg 2.1-10). Small non-vegetated waters and ephemeral drainages occur along the northern side of Paseo Delicias at the Via de la Valle/La Fremontia roundabout location. The drainage situated at this location (comprising approximately 0.02 acre of streambed) is a naturalized artificial storm drain surrounded by disturbed habitat. This drainage dissipates within an open space vegetated with ornamental nonnative species and scattered coast live oak trees located between residential properties. Construction of the roundabout at this intersection would result in permanent impacts on 0.005 acre of CDFW/RWQCB jurisdictional non-wetland waters and would be considered a significant direct impact.

Finding: Pursuant to Public Resources Code, section 21081(a)(1), specific changes or alterations have been required in, or incorporated into, the project that avoid, mitigate, or substantially lessen this potential effect on the environment (FEIR pg 2.1-14).

Mitigation Measures:

M-BI-5. Permanent impacts (0.005 acre) on non-vegetated channel (CDFW/RWQCB jurisdictional streambed) at the Via de la Valle/La Fremontia roundabout location shall be mitigated on site (most likely at the El Camino del Norte location) to the degree feasible, or at a suitable offsite location approved by the resource agencies at a 2:1 mitigation to impact ratio.

Rationale: Direct impacts on jurisdictional non-wetland waters would be mitigated to less than significant through restoration of jurisdictional waters either on site or at a suitable offsite location approved by the resource agencies. The proposed measure would mitigate impacts on jurisdictional non-wetland waters because restoration within the project area would retain the functions and values of the jurisdictional waters within the vicinity of the impact, or offsite mitigation would conserve similar or better jurisdictional waters in perpetuity as part of a larger preserved area where it would have greater functionality.

Significant Effect: Impact BI-6 – Impacts on Federal wetlands and waters, including the removal of vegetation or discharge of fill during construction would constitute a significant direct impact (FEIR pg 2.1-10). Any impacts on Federal (i.e., ACOE-jurisdictional) wetlands and other waters of the U.S., including the removal of vegetation or discharge of fill during project construction, would be considered a significant direct impact.

Finding: Pursuant to Public Resources Code, section 21081(a)(1), specific changes or alterations have been required in, or incorporated into, the project that avoid, mitigate, or substantially lessen this potential effect on the environment (FEIR pg 2.1-14).

Mitigation Measures:

M-BI-6. Impacts on Federal wetlands and waters would be avoided by implementing the following: An Environmentally Sensitive Area (ESA) shall be established around jurisdictional wetlands and waters of the U.S. and demarcated by orange construction fencing. A qualified biologist shall monitor to ensure that construction activities avoid this ESA.

Construction contractors or personnel shall implement a construction education program approved by County staff to ensure that contractors and all construction

personnel are informed of the biological constraints associated with any particular construction site. The education program shall focus on (a) the purpose for resource protection, (b) contractor identification of sensitive resource areas delineated on maps and by flags or fencing, (c) sensitive construction practices, (d) protocol to resolve conflicts that may arise at any time during the construction process, and (e) ramifications of noncompliance. This program will be conducted by a qualified biologist.

Rationale: Direct impacts on Federal wetland and waters would be avoided to make impacts less than significant through establishment of an Environmentally Sensitive Area, including exclusionary fencing, implementation of a construction education program, and monitoring by a biologist. The proposed measure would ensure that the construction contractors and personnel are aware of the importance of avoiding sensitive biological resources, such as wetlands and avoidable waters, and of the procedures required to do so. Having the biological monitor on site will ensure that the wetlands and waters are avoided as required.

2. Transportation and Circulation

Significant Effect: Impact TR-1 – Full and partial closures of the three project intersections during construction would constitute a significant direct impact (FEIR pg 2.1-12). Construction activities that would result in temporary intermittent full and partial closures of the three project intersections along Paseo Delicias/Del Dios Highway would result in a significant direct impact on surrounding roadways and intersections.

Finding: Pursuant to Public Resources Code, section 21081(a)(3), specific economic, social, or other considerations make full mitigation of the significant impact infeasible.

Mitigation Measures:

M-TR-1. In order to minimize the temporary construction traffic impact to the extent feasible, traffic control plans shall be developed and implemented to facilitate traffic flow through the project area during construction activities.

The traffic control plans shall be developed prior to construction of the roundabouts. The plans shall be required to meet the following criteria:

- Traffic control/detour plans shall be prepared for the construction project per the Manual of Uniform Traffic Control Devices (MUTCD) and County standards.
- Signage and flagging operations shall be provided per the MUTCD and the County standards.
- Flagger stations shall be located far enough in advance of the work space so that approaching road users will have sufficient distance to stop before entering the work space.
- Emergency access to all homes and businesses shall be maintained at all times. One travel lane shall be open at all times and access to emergency vehicles shall be prioritized and maintained at all times.

- Access to local residences and commercial sites shall be maintained at all times during construction.
- Property owners and residents shall be given ample warning as to when construction will occur. A public noticing campaign regarding the traffic control detours and anticipated delays shall be conducted.
- Flagging operations shall be implemented during the anticipated intermittent, short-duration single lane closures at each of the three roundabout intersections. During the morning peak hour, one lane shall remain open in each direction. During the remainder of the day only one travel lane shall be open, and flaggers shall be utilized to allow one direction of traffic to proceed for a maximum of 10 minutes.
- A formal detour route and plan, as depicted in Figure 2.2.3 of the EIR, shall be implemented during the anticipated closure of the eastbound lane of Paseo Delicias at the El Montevideo intersection. The closure is expected to last approximately two weeks, and should not last any longer than two months. The westbound lane shall remain open at all times.

Rationale: Paseo Delicias is a two-lane road between Via de la Valle and El Camino del Norte. Construction activities that would result in temporary intermittent full and partial closures of the three project intersections along Paseo Delicias/Del Dios Highway would result in a temporary significant direct impact on surrounding roadways and intersections. Specifically, during construction at the Paseo Delicias / El Montevideo intersection the eastbound lane will be closed at this intersection and a formal detour will be implemented for approximately two weeks, and should not last longer than two months (Scenario A); and intermittently throughout construction, short-duration single-lane closures at each of the three project intersections and implementation of flagging operations (Scenario B) would be required. As described in the mitigation measure, traffic control plans will be developed and implemented to facilitate traffic flow through the project area during construction activities and minimize the temporary construction traffic impact to the extent feasible. However, there will still be a temporary significant direct impact on surrounding roadways and intersections during construction. This is due to the constraints of constructing the project within the existing two-lane road to minimize impacts on biological resources, historic resources, and private properties immediately adjacent to the roadway.

The reasons that Paseo Delicias/Del Dios Highway will be retained as a two-lane road within the project area, including during construction, include the following:

- The County of San Diego General Plan Mobility Element designates Paseo Delicias as a 2.2.A Light Collector (two-lane road classification) and identifies the segments of Paseo Delicias in the project area as “road segments where adding travel lanes is not justified” and as “accepted LOS E/F.”
- In the General Plan Update EIR (August 2011) the County determined that, based on community consensus, historic significance, and other policy considerations, the adverse impacts of adding travel lanes does not justify the resulting benefit of increased traffic capacity for these segments.

One possible mitigation measure that would reduce impact TR-1 to below a level of significance would be to construct a temporary road at the El Montevideo roundabout to accommodate two-way traffic during construction. However, this is not considered feasible because it would result in substantial removal of mature landscaping, additional temporary take of private property, and an increase in impacts on structures and other features within the Historic Planned Community of Rancho Santa Fe; all of which would result in additional impacts on visual resources, community character, and historic character. This measure would be inconsistent with Objective #6 and would negate the extensive efforts to minimize the effects of the project on adjacent property owners. For these reasons, this mitigation measure is not feasible and, therefore, not proposed.

Another possible mitigation measure that would reduce impact TR-1 to below a level of significance would be to improve the intersections and road segments along the detour route through activities such as vegetation trimming, installation of additional traffic control devices, and/or widening the intersections as needed, prior to initiating roundabout construction. Similar to the possible measure in the preceding paragraph, this mitigation measure would result in additional removal of mature landscaping, additional temporary take of private property, and an increase in impacts on structures and other features within the Historic Planned Community of Rancho Santa Fe; all of which would result in additional impacts on visual resources, community character, and historic character. This measure would also be inconsistent with Objective #6 and would negate the extensive efforts to minimize the effects of the project on adjacent property owners. For these reasons, this mitigation measure is not feasible and not proposed.

The proposed project's significant and unmitigable impacts on traffic would be disruptive to traffic operations on Mobility Element roadways and residential roads in the project vicinity. However, as with any construction project, this impact is temporary in nature, and the benefits of the proposed project to ultimately improve traffic operations along the Paseo Delicias corridor would outweigh the disturbance caused by the temporary traffic impact during construction. The project's significant and unmitigable impact on traffic is overridden by project benefits as set forth in the statement of overriding considerations (FEIR Attachment F).

3. Project Alternatives and Significant Transportation and Circulation Impacts

Finding: Pursuant to Public Resources Code, Section 21081(a)(3), specific economic, legal, social, technological, or other considerations make each alternative discussed below infeasible. Therefore, the alternatives discussed below are rejected.

No Project Alternative

Under the No Project Alternative, no intersection improvements would be constructed. The existing traffic operations along the Paseo Delicias/Del Dios Highway corridor would remain poor, and traffic studies have projected that operations would worsen in the foreseeable future. For purposes of environmental review, it is assumed that no change would be made to the existing roadway features, and the environmental setting would remain the same as described in Section 1.4 of the EIR.

Although this alternative would avoid significant unmitigable impacts to traffic, it would not achieve any of the six project objectives described in Chapter 1 of the EIR. Under this alternative, the project would not result in significant and unmitigable impacts on transportation

and circulation during construction. Therefore, this alternative would provide a substantial advantage in terms of temporary impact avoidance and reduction. However, the operations of the three project intersections would not be improved, and these intersections would continue to operate at the existing substandard levels of service that result in substantial delays to traffic along the Paseo Delicias/Del Dios Highway corridor.

Combined Roundabouts/Stop-Signs Alternative

Under the Combined Roundabouts / Stop-Signs Alternative, roundabouts would be constructed at the outer two project intersections (Via de la Valle/La Fremontia and El Camino del Norte/Del Dios Highway), and the existing stop-sign controls would be retained at the center intersection (El Montevideo/La Valle Plateada).

Although this alternative would reduce significant unmitigable impacts on traffic, it would not achieve project Objective #1 – ease traffic congestion at the three project intersections; the primary purpose and goal of the project. Under this alternative, the project would have reduced impacts on traffic during construction because the duration of construction would be reduced, and an extended single-lane closure at the center intersection that would result in the need to implement a detour would not be necessary. Therefore, this alternative would provide an advantage in terms of temporary impact avoidance and reduction. However, the operations of all three project intersections would not be improved because the center intersection would continue to operate at the existing substandard level of service, which results in substantial delays to traffic along the Paseo Delicias/Del Dios Highway corridor.

Signalized Intersections Alternative

Under the Signalized Intersections Alternative, traffic signals and accompanying equipment would be installed at the three project intersections.

This alternative would have reduced construction time compared to the proposed project. Under this alternative, the project would have reduced impacts on traffic during construction because the duration of construction would be reduced, and although it is expected that intermittent single-lane closures and flagging operations would be needed, an extended single-lane closure at the center intersection that would result in the need to implement a detour would not be necessary. Therefore, this alternative would provide an advantage in terms of temporary impact avoidance and reduction.

This alternative would require installation and placement of urban features that would include the signals, intersection safety lighting, and technical hardware to control the signals' operations. The technical hardware would be contained within nearby equipment cabinets (commonly referred to as green boxes). The urban features associated with the Signalized Intersections Alternative would be noticeable all day and night, in a community (the historic landmark) where there are currently no traffic signals. The introduction of the new, highly visible technical features associated with this alternative would not complement the rural character that is desired in the San Dieguito Community Plan area, and would have a greater conflict with the existing aesthetic, community character, and historic aspects of the community than the proposed project. Therefore, this alternative does not meet Objectives #4 and #5 to the extent that the proposed project would.

Both this alternative and the proposed project would require routine maintenance for the associated intersection safety lighting. However, the Signalized Intersections Alternative would have additional operational costs because signals themselves require electricity, light-bulb replacement, routine maintenance, and occasional equipment repair/replacement. This work would involve costs associated with software updates, staff time, vehicles, parts, supplies, electricity, equipment, and other required items. According to the Federal Highway Administration (FHWA, 2010), the cost of traffic signal maintenance could easily exceed the cost of roundabouts over their service life. Therefore, although installation of roundabouts would have a significantly greater cost than signals, it is expected that the cost of roundabouts over their service life would be less than signals. Additionally, because signals require electricity to function, they would be out of service during power-outages; whereas roundabouts' operations would not be affected.

This alternative would improve the current and forecasted future operations of the project intersections, but not as well as the proposed project. With existing traffic conditions, this alternative would improve the operations of the three intersections such that all intersections would operate at level of service (LOS) B, except Paseo Delicias/Via de la Valle during the PM peak period (LOS C), and under year 2030 forecasted traffic conditions, this alternative would improve the intersections such that they would all operate at LOS B or C. Conversely, the roundabouts would improve all of the intersections' operations under existing traffic conditions to LOS A, and under year 2030 forecasted traffic conditions the intersections would all operate at LOS A or B, except that El Camino del Norte/Del Dios Highway would operate at LOS C during the AM peak period and LOS D during the PM peak period. Therefore, although this alternative would meet Objective #1, it would not improve operations to the same degree as the proposed project would.

This alternative would improve safety to motorists, bicyclists, pedestrians, and equestrians at the project intersections relative to the existing condition, but not as well as the proposed project. According to the 2010 FHWA Roundabout Technical Summary (FHWA, 2010), roundabouts increase safety for motorists in comparison to conventional intersections. Roundabouts have 75% fewer vehicle conflict points. With less conflicting maneuvers between vehicles, bicyclists, and pedestrians than conventional intersections, the proposed roundabouts would result in greater safety for these users as compared to the Signalized Intersections Alternative. Therefore, although this alternative would meet Objective #3, it would not improve safety to the same degree as the proposed project would.

Although this alternative would meet some of the project objectives and would reduce temporary impacts on transportation and circulation during construction, it would require costly long-term operational costs, would not improve the future intersection operations or safety of the intersections as well as the proposed project, and would introduce more, highly visible urban features that would be contrary to the rural and historic qualities of the community.

ATTACHMENT D

**LIST OF COMMENTERS, LETTERS OF COMMENT, AND
RESPONSES TO COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT**

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT D

**LIST OF COMMENTERS, LETTERS OF COMMENT, AND
RESPONSES TO COMMENTS ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
State Clearinghouse Number 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, CA 92123**

**Contact: Gail Jurgella Getz, Environmental Planning Manager
858.694.3911**

September 2016

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List of Commenters

Comment Letter	Date of Letter	Commenter
A	January 24, 2013	California Governor's Office of Planning and Research, Scott Morgan, State Clearinghouse Director
B	January 16, 2013	California Department of Fish and Wildlife, David A. Mayer, Acting Environmental Program Manager
C	December 18, 2012	Native American Heritage Commission, Dave Singleton, Program Analyst
D	December 15, 2012	San Diego County Archaeology Society Inc., James W. Royle, Jr., Chairperson
E	February 20, 2012	Rancho Santa Fe Association, Pete Smith, Manager
F	February 28, 2013	San Dieguito Planning Group, Lois Jones, Secretary
G	February 21, 2013	Epsten Grinnell & Howell, Jodi A. Konorti, representing the Hacienda Santa Fe Property Owners Association
H	December 11, 2012	Judy Robbins
I	December 13, 2012	Wei Zhang
J	December 18, 2012	Rosemary Neeb
K	January 4, 2013	Russ and Sue Sande
L	January 14, 2013	Michael Moe
M	January 22, 2013	Gail and Arthur Eldridge
N	January 24, 2013	Jeanette O'Leary
O	February 1, 2013	PETERSON & PRICE, Matthew A. Peterson representing Daniel Bunn
P	February 4, 2013	Jere G. Oren
Q	February 7, 2013	Richard E. Carlson
R	February 8, 2013	Daniel R. Bunn
S	February 13, 2013	Alex Kaiser
T	February 14, 2013	Patricia Simmons
U	February 18, 2013	Kate Murashige
V	February 18, 2013	Lisa M. Bartlett
W	February 19, 2013	Louise D. Kasch
X	February 19, 2013	Dr. Scott Jordan and Pam Jordan
Y	February 21, 2013	Samuel Ursini and 111 additionally named commenters
Z	February 26, 2013	Rankine Van Anda



County of San Diego

RICHARD E. CROMPTON
DIRECTOR

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FILED
Ernest J. Cronenberg, Jr., Recorder/County Clerk

DEC 10 2012
BY H. Ayuyac
DEPUTY

FILED IN THE OFFICE OF THE COUNTY CLERK

San Diego County on DEC 10 2012
Posted DEC 10 2012 Removed _____
Returned to agency on _____
Deputy H. Ayuyac

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

December 10, 2012

NOTICE IS HEREBY GIVEN that the County of San Diego (County) is circulating for public review a Draft Environmental Impact Report (DEIR) in accordance with the California Environmental Quality Act (CEQA) for the project described below.

The DEIR can be reviewed by appointment at the Department of Public Works (DPW), Environmental Services Unit (ESU) located at 5510 Overland Avenue, Suite 410, San Diego, CA 92123; at the Rancho Santa Fe Public Library at 17040 Avenida de Acacias, Rancho Santa Fe, CA 92067; and online at <http://www.sdcounty.ca.gov/dpw/environment/envrnsvcs.html>.

Project: RANCHO SANTA FE ROUNDABOUTS PROJECT (State Clearinghouse No. 2007101081)

The County proposes to construct roundabouts to replace existing stop sign controls at three Paseo Delicias intersections (Via de la Valle/La Fremontia, El Montevideo/La Valle Plateada, and El Camino del Norte/Del Dios Highway) in Rancho Santa Fe, within the unincorporated community of San Dieguito. Paseo Delicias is a two-lane road that is heavily used by through traffic during morning and afternoon commute periods for travel between Interstates 5 and 15. This high volume of traffic creates long queues at each of the project intersections. The proposed roundabouts would improve the operation of each of the project intersections without changes to the posted speed limits or segment characteristics.

The project would include adequate signage and illumination to provide for pedestrian, bicyclist, equestrian, and motorist safety. Combined curb-gutters with façade-mounted reflectors would be installed around the roundabouts' perimeters and the raised splitter islands to direct the flow of traffic and increase motorist awareness of the intersections. The center of each roundabout would be landscaped, and lighting would be non-obtrusive.

At the Paseo Delicias/Via de la Valle/La Fremontia intersection, the western leg of La Fremontia would be converted to a cul-de-sac (access would be via the eastern leg), and Las Colinas would be realigned to intersect Via de la Valle at a right angle. The Paseo Delicias/El Montevideo/La Valle Plateada intersection would undergo a minor elevation increase to meet safety requirements for roundabouts design. Two residential driveways near the Paseo Delicias/Del Dios Highway/El Camino del Norte intersection would be combined and connected to an access road to ensure continued full access.

Significant Environmental Effects

As identified in the DEIR, the project would result in significant environmental effects to Biological Resources and Traffic (during construction only). Significant environmental effects to Biological Resources would be mitigated below the level of significance, and environmental effects to Traffic during construction would be significant and unmitigated.

Kids • The Environment • Safe and Livable Communities

Public Review and Comments

The public review period for this DEIR begins on Monday, December 10, 2012 and ends on Thursday, February 28, 2013. In accordance with CEQA Guidelines 15105, the typical public review period for an EIR is 45-days; however, the public review period for this DEIR has been extended due to requests from the community. Written comments on the DEIR must be received no later than Thursday, February 28, 2013 at 4:00 p.m. Comments should be addressed to Gail Jurgella, and can be sent to her by mail at 5510 Overland Avenue, Suite 410, Mail Stop O-385, San Diego, CA 92123, by e-mail at Gail.Jurgella@sdcounty.ca.gov, or by fax at (858) 694-3925.

For additional information or to schedule an appointment to view the document at the County DPW ESU office, please contact Gail Jurgella at the e-mail provided above, or by phone at (858) 694-3911.

Comment Letter A



Edmund G. Brown Jr.
Governor

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



Ken Alex
Director

January 24, 2013

Gail Jurgella
County of San Diego, Department of Public Works
5510 Overland Avenue, Suite 410, Mail Stop O-385
San Diego, CA 92123

Subject: Rancho Santa Fe Roundabouts Project
SCH#: 2007101081

Dear Gail Jurgella:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 23, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

A-1

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

**Comment Letter A
Attachment**

SCH# 2007101081
Project Title Rancho Santa Fe Roundabouts Project
Lead Agency San Diego County

Type EIR Draft EIR
Description The County proposes to construct roundabouts to replace existing stop sign controls at three Pasea Delicias Intersections (Via de la Valle/La Fremontia, El Montevideo/La Valle Plateada, and El Camino del Norte/Del Dios Highway). The proposed roundabouts would improve the operation of each of the project intersections. No changes to the posted speed limits or segment characteristics are proposed.

Lead Agency Contact

Name Gail Jurgella
Agency County of San Diego, Department of Public Works
Phone 858-694-3911 **Fax**
email
Address 5510 Overland Avenue, Suite 410, Mail Stop
City O-385 **State** CA **Zip** 92123
San Diego

Project Location

County San Diego
City
Region
Lat / Long 33° 1' 18" N / 117° 12' 3" W
Cross Streets Paseo Delicias between Via de la Valle and El Camino Del Norte
Parcel No.
Township 13S **Range** 3W **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways Unnamed Stream
Schools Rancho Santa Fe
Land Use Rural Residential / RR (Rural Residential / SR-2 (Semi-Rural Residential))

Project Issues Vegetation; Wetland/Riparian; Wildlife

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

Date Received 12/10/2012 **Start of Review** 12/10/2012 **End of Review** 01/23/2013

A-1
cont.

Response to Letter A

**State of California, Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 Tenth Street, Sacramento, CA 95812
January 24, 2013**

- A-1** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 South Coast Region
 3883 Ruffin Road
 San Diego, CA 92123
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
 CHARLTON H. BONHAM, Director



January 16, 2013

Ms. Gail Jurgella, Environmental Planner
 County of San Diego, Department of Public Works
 5510 Overland Avenue, Suite 410
 San Diego, CA 92123

Subject: Comments on the Draft Environmental Impact Report for the Rancho Santa Fe Roundabouts Project, San Diego County, CA (SCH# 2007101081)

Dear Ms. Jurgella:

The California Department of Fish and Wildlife (Department) has reviewed the draft Environmental Impact Report (EIR) dated December 10, 2012, for the Rancho Santa Fe Roundabouts Project. The comments provided herein are based on information provided in the draft EIR, Initial Study (IS), and associated documents (including the Biological Resources Technical Report prepared by TAIC dated January, 2012), our knowledge of sensitive and declining vegetation communities in the County of San Diego (County), and our participation in regional conservation planning efforts.

B-1

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning program (NCCP). The County is currently participating in the NCCP program via the adopted South County Multiple Species Conservation Program (MSCP) Subarea Plan (SAP), and the planning of the future North County and East County MSCPs. The proposed project is located within the boundaries of the North County Multiple Species Conservation Program (NCMSCP) SAP.

The proposed project involves intersection improvements at three intersections along Paseo Delicias Road located in the unincorporated community of Rancho Santa Fe in northwest San Diego County. As currently designed, the project would impact 0.04 acre of Diegan coastal sage scrub and 0.005 acre of jurisdictional streambed.

We offer the following comments and recommendations to assist the County in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources, and to ensure that the project is consistent with ongoing regional habitat conservation planning efforts.

B-2

1. The study area for the proposed project contains 0.43 acre of Diegan coastal sage scrub. Spiny redberry (*Rhamnus crocea*), the host plant for Hermes copper butterfly (*Lycaena hermes*), was found within the Diegan coastal sage scrub in the study area. The EIR should evaluate the potential for Hermes copper butterfly. If it is determined that there is potential

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Ms. Gail Jurgella, Environmental Planner
County of San Diego, Department of Public Works
January 16, 2013
Page 2 of 2



B-2
cont.

for Hermes copper butterfly within the study area, protocol level surveys should be completed.

B-3

2. Focused California gnatcatcher (*Poliottila californica californica*) surveys for the proposed project were last conducted in 2007. In order to ensure the proposed project qualifies for exemption under the County's Section 4d permit, focused California gnatcatcher surveys should be updated.

B-4

3. The draft EIR identifies that mitigation for sensitive habitat impacts may take place within a "County mitigation bank". Under the County's adopted South County MSCSP SAP all mitigation banks require Wildlife Agency approval and must be consistent with "The Official Policy on Conservation Banks, adopted April 17, 1995 by the California Resources Agency and CalEPA" as stated in Board of Supervisors Policy-117 (Mitigation Bank Policy) and attached to the Implementing Agreement for the adopted South County MSCSP SAP. Although the NCMSCP SAP has yet to be adopted, the Department strongly recommends that a similar process be followed to establish conservation banks that ensure land used as mitigation is permanently protected, managed, and has annual reports prepared to provide necessary information for long-term tracking. With approval by the Wildlife Agencies there will be assurances to the County as to the recognized number of habitat and/or listed species credits.

We appreciate the opportunity to comment on the draft EIR. For questions or comments regarding this letter, please contact Kyle Dutro, Environmental Scientist at (858) 467-4267 or e-mail at kyle.dutro@wildlife.ca.gov of the Department.

Sincerely,

David A. Mayer
Acting Environmental Program Manager
South Coast Region

Response to Letter B

**California Department of Fish and Wildlife, South Coast Region
3883 Ruffin Road, San Diego, CA 92123
January 16, 2013**

- B-1** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.
- B-2** Thank you for this comment. The County would like to clarify that spiny redberry (*Rhamnus crocea*) was not found on-site. Biological Resources are addressed in Chapter 2.1 of the EIR and in the Biological Resources Technical Report (Appendix C of the EIR). The study area for the proposed project contains 0.43 acre of Diegan coastal sage scrub. The following description of Diegan coastal sage scrub is included on page 20 of Appendix C:

Diegan Coastal Sage Scrub (32500)

Diegan Coastal sage scrub is considered a sensitive upland habitat by county, state, and Federal agencies due to its habitat value for sensitive wildlife, most notably the Federally threatened coastal California gnatcatcher. Coastal sage scrub is comprised of low, soft-woody shrubs to about 1 meter (3 ft.) high, many of which are drought-deciduous. Dominant plant species include California sagebrush, flat-top buckwheat, laurel sumac (*Malosma laurina*), white sage, and black sage. Other, less frequent, constituents of this community include spiny redberry (*Rhamnus crocea*), deerweed (*Lotus scoparius*), and broom baccharis (*Baccharis sarothroides*).

The above description of Diegan coastal sage scrub states that a less frequent constituent of this community is spiny redberry (*Rhamnus crocea*). This is a general description of the habitat type and is not a reflection of the habitat constituents found to be present within the project study area. The County acknowledges that spiny redberry (*Rhamnus crocea*) is the host plant for the Hermes copper butterfly (*Lycaena hermes*), and when spiny redberry is observed, the potential for the presence of the Hermes copper butterfly must be evaluated. However, no representatives of this host plant were observed within the project study area; all observed plant species are listed in the Observed Species List – Flora (Appendix A to the Biological Resources Technical Report [Appendix C]). Because the host plant for the Hermes copper butterfly was not documented within the project study area, protocol-level surveys for this species are not warranted. No changes were made to the environmental document in response to this comment.

- B-3** Thank you for this comment. The potential for the project vicinity to support California gnatcatcher and habitat quality on site is discussed in Sections 2.1.1.1 and 2.1.1.2 of the EIR and on pages 20, 25, and 29 of the project's Biological Resources Technical Report (Appendix C). As discussed in these sections, the fragments of Diegan coastal sage scrub (DCSS) in the project study area are small and isolated, contain a low diversity of coastal sage scrub species, are infested with invasive species, and are completely surrounded by disturbed or developed habitat; therefore, these fragments are not considered suitable habitat for the California gnatcatcher. Furthermore, no California gnatcatchers were observed during the 2007 focused surveys, which included all suitable gnatcatcher habitat within a 500-foot buffer of the project footprint. A subsequent habitat assessment performed on March 3, 2011, revealed that the quality of the DCSS has not improved since the 2007 surveys.

As stated in Section 2.5 of Appendix C, this project qualifies as exempt from the federal and state interim habitat loss (Special 4(d) Rule) approval process and does not require a Habitat Loss Permit (HLP). Prior to construction of the project, the County will submit a letter to the U.S. Fish and Wildlife Service (USFWS) for concurrence on the HLP exemption based on the following:

1. The proposed project results in removal of less than one acre of coastal sage scrub.
2. The site is not occupied by the California gnatcatcher.
3. The project occurs in low value habitat following the Southern California Coastal Sage Scrub NCCP Conservation Guidelines methods for describing coastal sage scrub value using the following factors:
 - a. The coastal sage scrub patch impacted is not a large size.
 - b. The coastal sage scrub patch impacted is not in proximity to higher value areas.
 - c. The coastal sage scrub patch impacted is not part of a linkage corridor.
 - d. The coastal sage scrub patch impacted is not occupied.
4. The habitat loss will not preclude the design or prevent the preparation of a subregional Natural Community Conservation Planning (NCCP) reserve system because it is outside any potential preserve planning areas.
5. The habitat loss will be counted toward the 5% allowance of loss.

In addition, the County proposes mitigation for permanent impacts on 0.02 acre of coastal sage scrub and temporary impacts on 0.02 acre of coastal sage scrub at the El Camino del Norte roundabout location.

Finally, to avoid potential direct and indirect impacts on nesting migratory birds, vegetation clearing shall occur outside of the migratory bird breeding season (February 15–September 15), and initiation of construction activities shall occur prior to the bird breeding season.

Since there is adequate information that supports that the project would not result in an impact on California gnatcatcher and would qualify for exemption under the County's Section 4(d) Permit, updated focused California gnatcatcher surveys are not warranted. No changes were made to the environmental document in response to this comment.

- B-4** The County appreciates this comment. As stated in Section 2.1.5 of the EIR, compensatory mitigation for permanent impacts on sensitive habitat will occur through offsite habitat conservation at a County mitigation bank or other appropriate mitigation site approved by the resource agencies. No changes were made to the environmental document in response to this comment.

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



December 18, 2012

Ms. Gail Jurgella, Environmental Planner, Project Manager
County of San Diego Department of Public Works
 5510 Overland Avenue, Suite 410
 San Diego, CA 92123-1295

Re: SCH#2007101081 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "Rancho Santa Fe Roundabouts Intersection Improvement Project;" located in the San Dieguito Community Plan Area; San Diego County, California

Dear Ms. Jurgelia:

C-1 The California Native American Heritage Commission (NAHC) is the State of California 'trustee agency' for the preservation and protection of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

 This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

C-2 The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC advises the Lead Agency to request a Sacred Lands File search of the NAHC if one has not been done for the 'area of potential effect' or APE previously.

 The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

 Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural

C-2
cont. ↑ significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

C-3 ◆ Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

◆ Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Singleton", is written over the typed name and title.

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

**Native American Contacts
San Diego County
December 18, 2012**

**Comment Letter C
Attachment**

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothau@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno/Kumeyaay
Boulevard , CA 91905
gparada@lapostacasino.
(619) 478-2113
619-478-2125

Kumeyaay Cultural Historic Committee
Ron Christman
56 Viejas Grade Road Diegueno/Kumeyaay
Alpine , CA 92001
(619) 445-0385

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
Valley Center, CA 92082
allenl@sanpasqualband.com
(760) 749-3200
(760) 749-3876 Fax

Campo Band of Mission Indians
Ralph Goff, Chairperson
36190 Church Road, Suite 1 Diegueno/Kumeyaay
Campo , CA 91906
chairgoff@aol.com
(619) 478-9046
(619) 478-5818 Fax

Sycuan Band of the Kumeyaay Nation
Daniel Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92019
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

Jamul Indian Village
Raymond Hunter, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

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

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

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007101081; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Rancho Santa Fe Roundabouts Intersection Improvements Project; located in the San Dieguito Community Plan Area of the County of San Diego, California.

**Native American Contacts
San Diego County
December 18, 2012**

**Comment Letter C
Attachment**

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O. Box 270 Diegueno
Santa Ysabel, CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

San Pasqual Band of Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 365 Diegueno
Valley Center, CA 92082
(760) 749-3200
council@sanpasqualtribe.org
(760) 749-3876 Fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley, CA 91962
(619) 709-4207

Ewiiapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road Diegueno/Kumeyaay
Alpine, CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Inaja Band of Mission Indians
Rebecca Osuna, Chairman
2005 S. Escondido Blvd. Diegueno
Escondido, CA 92025
(760) 737-7628
(760) 747-8568 Fax

Ipai Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
cjlinton73@aol.com
(760) 803-5694
cjlinton73@aol.com

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside, CA 92040
sbenegas50@gmail.com
(619) 742-5587
(619) 443-0681 FAX

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
P.O. Box 1302 Diegueno/Kumeyaay
Boulevard, CA 91905
ljbirdsinger@aol.com
(619) 766-4930
(619) 766-4957 - FAX

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

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

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007101081; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Rancho Santa Fe Roundabouts Intersection Improvements Project; located in the San Dieguito Community Plan Area of the County of San Diego, California.

**Native American Contacts
San Diego County
December 18, 2012**

**Comment Letter C
Attachment**

Kumeyaay Diegueno Land Conservancy
Mr. Kim Bactad, Executive Director
2 Kwaaypaay Court Diegueno/Kumeyaay
El Cajon , CA 91919
guassacl@onebox.com
(619) 445-0238 - FAX
(619) 659-1008 - Office
kimbactad@gmail.com

Inter-Tribal Cultural Resource Protection Council
Frank Brown, Coordinator
240 Brown Road Diegueno/Kumeyaay
Alpine , CA 91901
frankbrown6928@gmail.com
(619) 884-6437

Kumeyaay Cultural Repatriation Committee
Bernice Paipa, Vice Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
(619) 478-2113
(KCRC is a Colation of 12
Kumeyaay Governments

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

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

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007101081; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Rancho Santa Fe Roundabouts Intersection Improvements Project; located in the San Dieguuito Community Plan Area of the County of San Diego, California.

Response to Letter C

**California Native American Heritage Commission
915 Capitol Mall, Room 364, Sacramento, CA 95814
December 18, 2012**

- C-1** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.
- C-2** The County appreciates this comment and understands the importance of early consultation. Cultural resources are addressed in Chapter 3.1.4 of the EIR, and in Appendices G1, G2, and H. The County contacted the California Native American Heritage Commission (NAHC) on December, 28 2006, to request a sacred lands search (Appendix C of the Archaeological Survey Report [Appendix H]). On January 2, 2007, the NAHC responded with a letter that states that the result of the sacred lands search was negative (no sacred lands exist within 100 feet of the area of potential effect [APE]) and provided a list of Native American contacts. The County mailed formal letters to solicit information on cultural or religious significance of the project area to the listed Native American contacts on January 3, 2007. The interested parties were also included on the mailing lists for the 2007 Notice of Preparation that announced the County's intent to prepare an EIR for the project, and Notices of Availability that publicly advertised the draft EIR for public review in both 2008 and 2012. No responses that indicate the proposed project might impact Native American cultural resources were received. No changes were made to the EIR in response to this comment.
- C-3** The County appreciates this comment. With regard to consulting with tribes and interested Native American consulting parties, please see response to comment C-2. The proposed project will comply with federal and state laws regarding cultural resources, including those applicable should there be inadvertent discovery of human remains during grading activities.

With regard to historic properties, the Secretary of Interior's Standards for the Treatment of Historic Properties were referenced during analysis of the project to consider the historic context of the proposed project and the cultural landscape of the APE. As discussed in section 3.1.4.2 of the EIR, three significant historical resources that could potentially be impacted by the project are located within the APE: the Historic Planned Community of Rancho Santa Fe (CHL No. 982), which is a historical resource listed in the California Register of Historical Resources (CRHR), and two of its contributing features—the Paseo Delicias Intersections and the Rancho Santa Fe (RSF) Equestrian Trail Segment. The EIR concludes that the proposed alterations to the Paseo Delicias Intersections are not sufficiently incompatible or of a scale to constitute an alteration to the character-defining circulation element in a manner that would not be in keeping with the Secretary of Interior Standards, or to constitute a substantial adverse change to CHL No. 982 as a historical resource. The project would not impact CHL No 982's ability to convey its significant historical and archaeological associations, and project impacts on the historical resource would be less than significant. No changes were made to the EIR in response to this comment.



San Diego County Archaeological Society, Inc.
Environmental Review Committee

15 December 2012

To: Ms. Gail Jurgella
Department of Public Works
County of San Diego
5510 Overland Avenue, Suite 410
San Diego, California 92123-1239

Subject: Draft Environmental Impact Report
Rancho Santa Fe Roundabouts Project

Dear Ms. Jurgella:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

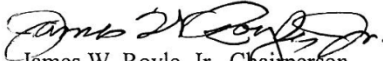
Based on the information contained in the DEIR and its Appendices G1, G2 and H, we have the following comments:

- D-1
1. Our letter of 29 November 2008 provided our comments on the earlier DEIR for this project. Comment 2 of that letter expressed our concern that, while the portion of the historic Lake Hodges Flume in the APE has been "replaced with an underground pipe", it was not clear whether or not bypassed and abandoned portions of the flume might still exist. That concern has not been acknowledged or addressed in the current DEIR either. While the 2007 pedestrian survey did not relocate the resource, that would not confirm the absence of subsurface portions of the flume within the right-of-way, particularly under pavement. Unless DPW can provide documentation that the entire portion of the flume in the APE has been destroyed, and not just bypassed, a mitigation measure must be added to require archaeological monitoring within the El Camino del Norte APE. The County's Land Use and Environment Group's *Report Format and Content Requirements: Cultural Resources: Archaeological and Historic Resources* provides appropriate wording for incorporation into the DEIR.
- D-2
2. Other than the above, we agree with the impact analyses presented in Appendices G1, G2 and H and summarized in Section 3.1.4 of the DEIR.

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

Thank you for affording SDCAS the opportunity to review and comment upon the cultural resources appendices and the DEIR itself..

Sincerely,


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

cc: AECOM
ICF International
SDCAS President
File

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

Response to Letter D

**San Diego County Archaeological Society, Inc., Environmental Review Committee
PO Box 81106, San Diego, CA 92138
December 15, 2012**

- D-1** The County appreciates this comment. Cultural Resources are addressed in Section 3.1.4 of the EIR and Appendices G1, G2, and H. Section 3.1.4.1 of the EIR explains that the section of the Lake Hodges Flume that would have passed through the Paseo Delicias / El Camino del Norte roundabout area of potential effect (APE) has been replaced with an underground pipe, and that this was confirmed by both a pedestrian survey and contact with the owner of the flume / replacement pipe. The project's Historic Resources Evaluation Report (Appendix G1, pages 29 and 30) states that a Historic American Engineering Record (HAER No. CA-307) was prepared in 2001; this document is incorporated into the EIR by reference. The HAER documentation was prepared as mitigation for the impact that resulted from the Santa Fe Irrigation District's replacement pipeline project and is permanently on file at the Library of Congress archives. According to the Final EIR for the San Dieguito Reservoir Rehabilitation and Flume Replacement Projects (SCH No. 99111142, on file at the Santa Fe Irrigation District, Rancho Santa Fe, California), documentation in the form of a permanent record that represents the contributing elements of the flume (i.e., preparation of HAER No. CA-307), serves as a means of preserving some of those qualities that made the flume California and National register eligible, and was required to reduce the impact of the flume replacement project to a less-than-significant level. Therefore, the impact that resulted from the removal of the flume is considered to have been mitigated to the extent feasible. Based on review of the above listed documentation and the physical absence of the flume within the APE, the proposed project would not result in impacts on the flume. For these reasons, archaeological monitoring would not be warranted.

The underlined text below has been added to the EIR Errata to provide clarification and further substantiate the rationale for the County's determination:

Section 3.1.4.1, pages 3-46 and 3-47:

Lake Hodges Flume (P-37-023709)

The Lake Hodges Flume was recorded as a historic structure by ASM and Affiliates in 2000. The Lake Hodges Flume is was a 4.6-mile-long water conveyance system built between 1917 and 1919 to transport water from Lake Hodges to the San Dieguito Reservoir via ditches, canals, and elevated trellises. It is significant for its association with agricultural and residential development of the north coastal area, its association with the activities of Colonel Ed Fletcher, and its method of construction. The flume, which was determined to be eligible for the NRHP and CRHR, would have passed through the proposed El Camino del Norte roundabout APE. However, the Rancho Santa Fe Irrigation District, owner of the flume, confirmed that the portion of the flume, including that portion within the El Camino del Norte APE, was replaced with an underground pipe; this was confirmed verbally by the Rancho Santa Fe Irrigation District, owner of the flume, as well as by. Furthermore, the 2007 pedestrian survey that could not relocate the resource. In 2001, ASM prepared a Historic American Engineering Record (HAER No. CA-307) as mitigation for the impact that resulted from the Santa Fe Irrigation District's replacement pipeline project. According to the Final

EIR for the San Dieguito Reservoir Rehabilitation and Flume Replacement Projects (SCH No. 99111142, on file at the Santa Fe Irrigation District, Rancho Santa Fe, California), documentation in the form of a permanent record that represents the contributing elements of the flume (i.e., preparation of HAER No. CA-307), serves as a means of preserving some of those qualities that make the flume California and National register eligible, and was required to reduce the impact of the flume replacement project to a less-than-significant level. Therefore, the impact that resulted from the removal of the flume is considered to have been mitigated to the extent feasible.

D-2 The County appreciates this comment.

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Rancho Santa Fe Association

Post Office Box A • Rancho Santa Fe, CA 92067-0359
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Comment Letter E

ART JURY

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 Walter Flowers
 Linda Hahn

Robert J. Green
 Building Commissioner

February 20, 2013

Ms. Gail Jurgella, Environmental Planner
 County of San Diego
 Department of Public Works
 Environmental Services Unit
 5510 Overland Avenue, Suite 410
 San Diego, CA 92123

**COMMENTS ON THE DRAFT EIR FOR THE RANCHO SANTA FE
 ROUNDABOUTS PROJECT**

Dear Ms. Jurgella,

E-1 ◆ The Rancho Santa Fe Association appreciates this opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Rancho Santa Fe Roundabouts. In our review of the revised environmental document, the Association was pleased to see that most of our previous comments had been incorporated into the project design and in the update to the DEIR.

◆ As you are aware, on February 7, 2013, the Rancho Santa Fe Association's Board of Directors held a public hearing on the DEIR for the roundabouts, and voted to submit the following comments:

- E-2 ◆
- The overall diameter of the roundabouts at the La Valle Plateada/EI Montevideo and Via de la Valle intersections should be further reduced by a minimum of ten feet (10'), to minimize impacts to adjacent property.
 - The Rancho Santa Fe Association does not object to the County Board of Supervisors certifying the DEIR for the roundabouts.

▼ With respect to the first comment on reducing the size of the roundabouts, Section 1.2.1.2 of the DEIR states that:

A Homeowners Association, Incorporated under the laws of the State of California, July 14, 1927

“The design is based on Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts...”

“The proposed roundabout size has been reduced to the extent feasible...”

E-2
cont.

However, the FHWA Guidelines are indeed guidelines, not standards. Moreover, the FHWA Guidelines were developed for either rural or urban roundabouts, with urban roundabouts having a much smaller diameter. But the intersections of La Valle Plateada/El Montevideo and Via de la Valle would be best described as semi-rural in character, based on surrounding development patterns, approach speeds and proximity to the Village of Rancho Santa Fe. Thus a roundabout design (diameter) that is in between rural and urban is more appropriate for those two intersections.

Thank you again for the opportunity to comment on the Draft EIR. Our desire is that the Final EIR will reflect the best and most appropriate roundabout design possible, and adequately analyze potential impacts associated with the proposed project.

Sincerely,



Pete Smith, Manager
Rancho Santa Fe Association

Cc: Ivan Holler

**Comment Letter E
Attachment**

Jurgella, Gail

From: Ivan [ivan@rsfassociation.org]
Sent: Wednesday, February 20, 2013 10:54 AM
To: Jurgella, Gail; Bankston, Jill
Subject: FW: DEIR Comments
Attachments: DraftEIR comments 2-20-13.pdf

Gail and Jill,

Our comment letter is attached, with a hardcopy to follow by US mail.

Thanks,

Ivan Holler, Assistant Manager
Rancho Santa Fe Association

(858) 756-1174

Response to Letter E

Rancho Santa Fe Association
PO Box A, Rancho Santa Fe, CA 92067
February 20, 2013

- E-1** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.
- E-2** The County appreciates this comment. The County agrees that the project vicinity would be best described as having semi-rural or rural residential character. Surrounding land use and community character are considerations for roundabout design; however, these elements are not the sole basis for determination of an appropriate, safe roundabout diameter.

Section 1.2.1.2 of the EIR explains that the proposed roundabouts design is based on the Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts, which is appropriate for the existing roadway conditions on Paseo Delicias in terms of lane width and posted speed limit. The FHWA Informational Guide on Roundabouts (Publication No. FHWA-RD-00-67) explains that the general design of roundabouts should include consideration of vehicle speeds and type of vehicles to be accommodated. The Guide recommends roundabout diameters between 100 and 130 feet for single-lane roundabouts that serve up to 20,000 vehicle trips per day and larger sized vehicles, such as pick-up trucks pulling large horse trailers, and recommends the use of the rural single-lane roundabout model for intersections with a high average approach speed. Paseo Delicias is a two-lane road with a posted speed limit of 40 miles per hour (mph) west of La Valle Plateada and 50 mph east of La Valle Plateada. This corridor currently serves up to approximately 20,000 average daily traffic (ADT). As such, based on the FHWA Guidelines, the recommended roundabout diameter range of 100 to 130 feet is appropriate for the project corridor.

The FHWA Guidelines also explain that consideration should be given to sight distance (a function of horizontal and vertical curvature of the road, and predominant vehicle speed), alternative transportation modes, existing roadway alignment, and other physical factors to determine the appropriate diameter of roundabouts. For example, the Guidelines recommend larger central islands in rural environments to improve motorist awareness of the intersection feature, accommodate larger design vehicles, and enable better approach geometry for transition from higher speeds. The County has analyzed the traffic volumes, intersecting roads' geometries, speeds and use of the Paseo Delicias corridor, and has designed the proposed roundabouts to ensure appropriate geometry to meet both safety and traffic needs to arrive at the proposed roundabout diameter of 110 feet. If funding is identified for construction of roundabouts, the design would undergo a 3rd party review and would be revisited based on current standards in place at that time.

It should be noted that smaller diameter roundabouts increase through speeds of smaller vehicles and negatively affect the ability of larger vehicles to successfully navigate the turns.

The following underlined text below has been added to the EIR Errata to provide clarification and further substantiate the rationale for the proposed diameters:

Section 1.2.1.2, page 1-3:

1.2.1.2 Roundabout Design

The proposed roundabouts have been designed to prioritize safety for pedestrians, bicyclists, equestrians, and motorists. The design is based on the Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts contained within the FHWA Informational Guide on Roundabouts (Publication No. FHWA-RD-00-67), which is appropriate for the existing roadway conditions on Paseo Delicias in terms of lane width, traffic volume, roadway geometry, and posted speed limit. The FHWA guidance recommends a diameter between 100 and 130 feet, with a raised central island, for single-lane roundabouts that serve up to 20,000 vehicle trips per day that could include larger design vehicles, such as pick-up trucks pulling large horse or stock trailers. Other factors that were considered to determine the roundabouts' diameters and overall design include adequate sight distance, motorist awareness of the intersection feature, alternative transportation modes, speed of approaching vehicles, surrounding land use character, and turn geometries that appropriately control vehicle speed through the roundabouts.

The proposed roundabout size has been minimized to the extent feasible to still accommodate large trucks, emergency vehicles, vehicles with trailers, and bus traffic. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 48- to 54-foot diameter central island, a 12- to 15-foot-wide truck apron, and a 16-foot-wide travel lane. The roundabouts were designed to accommodate future intersection traffic volumes as forecasted through the year 2030. If funding is identified for construction of roundabouts, the design would undergo a 3rd party review and would be revisited based on current standards in place at that time. No changes to the posted speed limits or segment characteristics are part of the proposed project.

Comment Letter F

**San Dieguito Planning Group Comments to DEIR RSF Roundabouts
February 14, 2013**

p. 1 of 2

- General comments concerning the pedestrian/equestrian element of roundabouts or signalization:
- F-1 1. Landscape in general should be low enough for motorists to easily see pedestrians and equestrians at the sides of the road and crossing it.
 - 2. Landscape in the medians or roundabout interiors should be low enough to see pedestrians/equestrians. A tall tree or two that are kept trimmed up so that motorists can easily see through and under them, such as oaks or palms, would work well.
 - F-2 3. Landscape simulations should show equestrians, as well as pedestrians, and the trails.
 - 4. Planting of low shrubs between traffic and trail would provide some security for pedestrians/equestrians as well as keep traffic from driving on the trails.
 - F-3 5. For the signalization alternative, analyze the stacking caused by the right and left hand turn pockets.
 - F-4 6. The roundabout figures do not show push button bi-level signal activation poles; please add these.
 - 7. Neither the signalization figures do not show existing or desired trails nor push button bi-level signal activation poles nor LED-lit crosswalks; please add these.

Specific Comments by figure and page:

- F-5 Fig 1.4, p. 47. Via de la Valle/Paseo Delicias/Las Colinas:
 - 1. Please add Pedestrian/Equestrian push-button activated LED-lit crosswalk on Las Colinas. Reason: Shorter sight distance and higher speed will be enabled due to realignment of Las Colinas. This signal pole does not need to be linked to the poles for the intersection Via de la Valle/Paseo Delicias.
 - F-6 2. Depending on what is proposed for the current mercadem of Las Colinas, it is preferable to realign the trail as far away as possible from Las Colinas and Via de la Valle.
 - F-7 3. Drawing needs to show the left-turn pockets at Las Colinas and Paseo Delicias.
- F-8 Fig 1.5, p. 49. Paseo Delicias/EI Montevideo/La Valle Plateada: A desired trail should be shown in right-of-way (ROW) along NE side of EI Montevideo (Bunn property) - we have ridden there for decades. It could be shown as a dashed pink line. This trail connects trails to the north on EI Montevideo.
- F-9 Fig. 3.1.1, p. 145. Landscape plan: Via de la Valle/Paseo Delicias/Las Colinas:
 - 1. Proposed landscaping SW corner of Via de la Valle at Las Colinas may obscure sight distance to pedestrian/equestrian crossing of Las Colinas. Use low level planting so that drivers see pedestrians/equestrians.
 - 2. From Las Colinas crossing to Paseo Delicias crossing, move trail as far from Via de la Valle traffic as possible. Proposed landscaping must be low enough for drivers to see pedestrians/equestrians. Planting of low shrubs between traffic and trail would provide some security for equestrians.
 - 3. On NE side along Via de la Valle, proposed landscaping may obscure sight distance to pedestrians/equestrians for westbound traffic.
 - 4. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.

**San Dieguito Planning Group Comments to DEIR RSF Roundabouts
February 14, 2013**

p. 2 of 2

- F-10 Fig. 3.1.2, p. 147. Via de la Valle/Paseo Delicias. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.
- F-11 Fig. 3.1.3, p. 149. Landscape Plan, La Valle Plateada/El Montevideo/Paseo Delicias. Label all 4 crosswalks as pedestrian/equestrian. Show bi-level push button poles and LED crosswalks. Show DG trails. Landscaping should not obstruct drivers' sight distance to the trail - nor force pedestrians/equestrians closer to the road. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.
- F-12 Fig. 3.1.4, p. 151. Simulation, La Valle Plateada/El Montevideo/Paseo Delicias. Show rider and trails, as well as pedestrian. Don't landscape the trail nor force pedestrians/equestrians too close to the roads. Show bi-level push button poles and LED crosswalks. Plantings in medians and roundabouts should be low enough for motorists to easily see over them. Simulation is too heavily landscaped.
- F-13 Fig. 3.1.5, p. 153. Landscape plan, Del Dios Highway/El Camino del Norte. Label all crosswalks as Pedestrian/Equestrian. Do not plant vegetation that will obscure sight distance to trails, especially on south side of Del Dios. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.
- F-14 Fig. 3.1.6, p. 155. Simulation, El Camino del Norte Visual Simulation Looking West. Show Pedestrian/Equestrian bi-level signal poles and LED-lit crosswalks. Show an equestrian figure and the DG trails.
- F-15 Fig. 4.1, p. 269. Signalization Alternative: Via de la Valle/La Fremontia. Drawing should show existing trails and reference trails in the legend, including the trail on Las Colinas. Drawing should include 4 pedestrian/equestrian bi-level push button signal poles and LED-lit crosswalk at the Via de la Valle crossing; Las Colinas crossing needs LED crosswalk and push button poles, too. Both bus stops are in the travel lane; relocate them. Need analysis of right and left turn pockets in regard to stacking
- F-16 Fig. 4.2, p. 271. Signalization Alternative: El Montevideo/La Valle Plateada. Add Trails to the legend. Show trail along La Valle Plateada that crosses to El Montevideo. Show Pedestrian/Equestrian bi-level push button poles and LED-lit crosswalks. No trail shown along SE side of Del Dios Highway that crosses to NE side of El Montevideo; add this trail to the rendering. There is desired trail along the NE side of Paseo Delicias that should be incorporated into the plan now; could show it as a dashed trail line. Bus stops are in the travel lane; relocate them. Need analysis of right and left turn pockets in regard to stacking
- F-17 Fig. 4.3, p. 273. El Camino Del Norte Signalization Alternative. Add Trails to the legend. Show Pedestrian/Equestrian bi-level push button signal poles and LED-lit crosswalks. Show trail on both sides of Del Dios Highway, as well as how to access the Rancho Santa Fe 'flume' trail. When the property at the NE corner subdivides, we will request a trail along NE side of Del Dios Hwy; we ride there now and future dedicated trail needs to be incorporated into the plan now - show as a desired trail with a dashed
- F-18 trail line. Need analysis of right and left turn pockets in regard to stacking.

**Comment Letter F
Attachment****Jurgella, Gail**

From: Lois Jones [loikaj@cox.net]
Sent: Thursday, February 28, 2013 10:23 PM
To: Jurgella, Gail
Cc: Bruce Liska
Subject: DEIR Rancho Santa Fe Roundabouts Project (State Clearing House No. 2007101081
Attachments: 13-02-14 Item #6E, SDPG comments DEIR.pdf; 13-02-14 Mtg.doc

Ms. Jurgella,

We agendized and wrote our position for the above draft EIR at our regularly scheduled meeting of February 14th. However, at our Planning Group meeting this evening, it was brought to my attention that the comments for the subject DEIR from our group had not been properly routed directly to you, but rather had been sent to the County as part of our Planning Group minutes, and which the County should have received these Minutes via e-mail Sunday evening, February 24th. A separate response was not drafted and forwarded to DPW or you.

In the hopes that you will accept our comments as timely, just slightly mis-directed in your organization, I am attaching both the Minutes and the document listing the comments that were submitted during our meeting. We would like our comments included in your document and treated as other public comments are during this process and would appreciate your exceptional consideration.

I sincerely apologize for this confusion. I was not in attendance at the meeting of February 14th and there was a communication break-down as to how our comments should have been processed.

Thank you for your assistance.

Lois Jones, Secretary
San Dieguito Planning Group

SAN DIEGUITO PLANNING GROUP

P. O. Box 2789, Rancho Santa Fe, California 92067

MINUTES OF MEETING

February 14, 2013

1. CALLED TO ORDER 7:10 P.M., PLEDGE OF ALLEGIANCE
Present: Willis, Christenfeld, Lemarie, Dill, Barnard, Epstein, Liska, Hoppenrath,
Absent: Clotfelter, Arsivaud-Benjamin, Jones
2. AGENDA REVIEW
3. APPROVAL OF MINUTES: Misc. Prior Meetings [Circulated to Members during Meeting for initials, comments if any]
4. OPEN FORUM:
 - A. Bill Osborn of Eden Valley announced that he has interest in being a new SDPG member. He will attend as an audience member the next few meetings. He also requested that a new proposed housing development project for Eden Valley be placed on the March 14th SDPG meeting as a 'General Planning' item. He would arrange a representative from the applicant, Integral Communities (<http://integralcommunities.com/>), to attend to provide an overview of what is being proposed.
5. GENERAL PLANNING ITEMS:
 - A. **Plans for Expenditure of PLDO funds** – Request by County Parks and Recreation for amendments or additions to San Dieguito Planning Area Priority List for 5-year plan – please submit proposals to the chair, vice chair, or secretary in advance of the meeting if possible. We are getting pressure from the County to provide a list, soon. **Continued to 02-28-2013**
 - B. **Community Plan Update** - Review of proposed draft changes to Community Plan for submittal of comments and corrections to DPLU. Advance Planner: Carl Stiehl, 858.694.2216; SDPG Planner: Lois Jones 760-755-7189 **Postponed to 02-28-2013**
 - C. **Tiered Equine Ordinance Draft EIR** – Public review period for comments ends March 20, 2013. County Planner: Carl Stiehl 858-694-2216; SDPG Planner: Jacqueline Arsivaud-Benjamin 760-855-0444 **Postponed to 03-14-2013**
6. MAJOR PROJECTS AND LAND USE ITEMS:
 - A. A. **3813-11-001 [REZ 11-001] – TM 5669 –SPA-11-001, STP 11-014] - Crosby Enclave** apn 267-190-03-00 s/e corner of Del Dios Hwy and Bing Crosby Boulevard, north side of entry to Crosby Estates – requires rezone from S88/A70/RR to RS7, specific plan amendment, site plan review, and subdivision map; Proposal would increase density from 3 single family residential units to 15 lots with 13 dwelling units on 8 acres, entry from Bing Crosby Blvd. - @ 52% of property below 15% slope, with >40% above 50% slope – minimum net lot size @6300 sq. ft. [@ 0.15 acre] Owner: TOR Investments; Applicant California West Communities – contact Dan Rehm 858-558-4500 Planner: **Carried forward until further notice.**
 - B. **STP 3500-12-015 West end of Artesian Road, Rancho Santa Fe** – Submittal of site plan and boundary adjustment of one lot line on approximately 77.39 acres of land containing six existing legal parcels adjoining Artesian Road, previously created as part of PM 7270 in May 1978. This property is part of Santa Fe Valley Specific Plan. Applicant: RSF Holdings/contact: Wesley W. Pelzer 760-744-7125 / Planner: Laurel Lemarie (858) 756-2835 **Postponed to 2-28-2013**

These minutes are subject to corrections at upcoming regularly scheduled meetings. Please check minutes of future meetings for corrections. Speaker slips are kept on file with these minutes.

**Comment Letter F
Attachment**

- C. P94-022W2; MUP Modification AT&T Mobility; Location: 9885 Orange Lane, Escondido 92029** – Modification of existing facility. Original 150 sf equipment area & 30; tall monopole with three 8' antennas & 6; high chain link fence. Modification will consist of removal of existing wooden pole & antennas and installation of equipment on existing water tank, including 12 total 8; panel antennas, 24 RRU's, 12 surge suppressors, 6 tower-mounted amplifiers, and 2 GPS antennas. Also 15' of FRP screening will be added to the water tower to the screen the antennas & equipment plus expansion of base station equipment area by approximately 60 sf. Applicant: AT&T Mobility, Doug Munson (619) 972-4944; Planning Group: Don Willis (858) 481-6922. **Continued to 02-28-2013.**
- D. Rancho Cielo SPA05-004, TM5440, TM5441; Replacement Maps, project totals 23.06 acres, 11 condominium DUs on 'Village Center' parcel, 31 condominium DUs on 'Parcel H';** located at the intersection of Via Ambiente and El Brazo, Camino De Arriba, APNs 265-270-71, 264-410-02, 264-382-16. Submittal of proposed Preferred Project of 42 dwelling units, with revised architectural elevations and floor plans, as well as an Alternative Project with a total of 39 dwelling units, with reduced grading and the same revised architectural elevations and floor plans, as the Preferred Project. The Visual, Noise and Air Quality Studies will be submitted on December 4, 2012. Applicant: Rancho Cielo Estates, Ltd., Applicant's representative: Robert Chase, Fuscoe Engineering, (858) 554-1500; DPLU Planner: Dennis Campbell, (858) 505-6380; SDPG Planner: Doug Dill, (760) 736-4333 **Postponed to 02-28-2013**
- E. Proposed Roundabouts, Del Dios Hwy/Avenida Acacias, Rancho Santa Fe** – Draft Environmental Report. Review of project and draft EIR, **public review period expires February 28, 2013.** SDPG Planner: Lois Jones 760-755-7189

Lemarie: The community comments and many concerns about this project were heard at the public hearing of the RSF Association meeting at the Garden club on February 7th.

Motion: Don Willis

1. Support certification of the EIR (this allows the County to move to the next step).
2. Request to have seat on any committee developed for this project.
3. Address the bicycle traffic and safety issues of same.
4. Review the concerns regarding the timing/placement of pedestrian/equestrian crossing signal poles (see attached PDF file addendum - *San Dieguito Planning Group Comments to DEIR RSF Roundabouts*).
5. Document construction detour routes and notify residence impacted by construction detour routes. Provide open forum for residence to air concerns to minimize construction detour impacts.

Second: Dill

VOTE: Yes: 8 Nos: 0 Abstain: 0

- F. PDS2012-AD 12-038 Moyer Second Dwelling Unit** – request for detached building to include 334 sf game room/pool room, 209 sf wine cellar, 548 sf tandem garage, and 1200 sf upstairs second dwelling unit. Property is 2 acres, zoned RR, APN 266-220-31. Applicant rep: Dena Gillespie, 760-632-1982, SDPG Planner: Laurel Lemarie, 858-756-2835

Motion: Laurel Lemarie

1. Recommend approval as presented.

Second: Kevin Barnard

VOTE: Yes: 7 Nos: 0 Abstain: 1 (Willis)

- G. PDS2013-AD-13-002 5955 El Montevideo/Via de Fortuna** Installation of DPE culverts under the equestrian trail to alleviate ponding of run-off of the trail. Applicant: Neil Bluhm Contact: Bill Snipes 619-697-9234, SDPG Planner: Chaco Clotfelter (858) 342-3050 **Continue to 02-28-2013**
- H. PDS2013-MUP-13-001** – request by AT&T for a 4' height waiver to the 35' height limit to extend an existing tower element to conceal the proposed antennas located on The Bridges golf course clubhouse located at 18550 Seven Bridges Road, Rancho Santa Fe, raising it 8 ft to accommodate 16 panel antennas. The equipment necessary to operate the facility will consist of outdoor equipment cabinets and two GPS antennas located within a 10' by 25' CMU equipment enclosure with a chainlink top. APN #264-103-10, applicant: AT&T Mobility, LLC, representative Jill Cleveland 760-420-4833, SDPG Planner: Don Willis (858) 481-1535 **Continue to 02-28-2013**

These minutes are subject to corrections at upcoming regularly scheduled meetings. Please check minutes of future meetings for corrections. Speaker slips are kept on file with these minutes.

. 7. ADMINISTRATIVE MATTERS:

- A. Reports: (Trails) Hoppenrath: Proposed Del Dios trail under Lake Drive waiting for right-of-way negotiations to be completed with impacted property owners.
- B. Future agenda items and planning
- C. Vote for new members
- D. Motion to request re-appoint by the Board of Supervisors of past members of the planning group who did not register for the 2012 election
MOTION: Dill
Request to re-instate Lois Jones (Seat 13) and Paul Marks (Seat 3)
Second: Christenfeld
VOTE: Yes: 8 Nos: 0 Abstain: 0

Meeting adjourned at 8:40 p.m.

These minutes are subject to corrections at upcoming regularly scheduled meetings. Please check minutes of future meetings for corrections. Speaker slips are kept on file with these minutes.

Response to Letter F

**San Dieguito Planning Group
PO Box 2789, Rancho Santa Fe, CA 92067**

February 28, 2013

F-1 The County appreciates this comment. Section 1.2.1.2 of the EIR states that the proposed roundabouts have been designed to prioritize safety for pedestrians, equestrians, and motorists; and that signage, pavement markings, curbs, lighting, and reflective devices would improve pedestrian, equestrian, and bicyclist safety, and motorist awareness of the intersection. As explained in Section 1.2.2.3 of the EIR, vehicular and pedestrian safety through appropriate location of different vegetation sizes and textures was one of the factors considered during design of the conceptual landscaping plan. This section also explains that the landscaping plans and visual simulations depicted in the EIR are conceptual only, and that the final landscaping planting palette would be selected by the community of Rancho Santa Fe and approved by the County for safety and sight-line distances. Also, Figure 3.1.2, a visual simulation of the Via de la Valle/La Fremontia intersection, includes both a pedestrian in the crosswalk and an equestrian on the trail.

No changes were made to the EIR in response to this comment.

F-2 The County appreciates this comment. The Traffic Impact Analysis (Appendix D of the EIR) analyzes the operations of the Signalized Intersections Alternative. Appendix D includes an analysis of the queuing (stacking) of vehicles that would occur under the existing traffic volumes for both the Proposed Project and for the Signalized Intersections Alternative (Section 3.3.3 and Table 3-3). No changes were made in response to this comment.

F-3 The County appreciates this input. Some project features, such as push button bi-level signal activation poles were not depicted on project figures due to their relatively small size. However, these features were included in the written project description and are shown on the project plan sheets (Sheets SN1 through SN11) that are included as Appendix M to the Traffic Impact Analysis, Appendix D to the EIR. All elements detailed in the written project description in Section 1.2 of the EIR are included as part of the proposed project. No changes were made to the EIR as a result of this comment.

F-4 The County appreciates this comment. As is typical for an EIR, less detail is included in the figures for the project alternatives than in the figures for the proposed project. However, all elements detailed in the written description for the Signalized Intersections Alternative (Section 4.4.1 of the EIR) including trails and equestrian trail crossings at sidewalks would be included with this alternative. The Signalized Intersections Alternative Description and Setting on page 4-5 of the EIR has been corrected to include installation of standard push-button activated pedestrian signals at each of the three project intersections. Light-emitting-diode (LED)-lit crosswalks were not included in the EIR as a part of the Signalized Intersections Alternative.

F-5 The County appreciates this comment. As explained in the response to comment F-3 above, all project features described in the written project description are elements of the proposed project; however, not all features were able to be depicted on the EIR figures. Please note that the push-button activated in-pavement crosswalk lighting for the trail

crossing at Las Colinas is identified on the project plan sheets (Sheet SN2) included as Appendix M to the Traffic Impact Analysis, Appendix D to the EIR. No changes were made to the EIR as a result of this comment.

- F-6** The project design retains the existing locations of trails to the extent feasible to minimize impacts on biological and cultural resources, and minimize the need to take private property. Please refer to Chapter 2.1 Biological Resources and Chapter 3.1.4 Cultural Resources for further discussion regarding impacts on these resources. No changes were made to the EIR as a result of this comment.
- F-7** The commenter requests that the drawing show the left-turn pockets at Las Colinas and Paseo Delicias. There is no intersection of Las Colinas and Paseo Delicias; as such, the County is not sure which intersection(s) the commenter is referring to. In an attempt to address the comment, the left turn pocket from westbound Via de la Valle onto Las Colinas is identified on the plan sheets (Sheets ST1 and ST2 in Appendix M to the Traffic Impact Analysis, Appendix D to the EIR). No changes were made to the EIR as a result of this comment.
- F-8** Thank you for this comment. Trails depicted on the EIR figures are officially designated, constructed, and/or planned. The section of desired trail described by the commenter is not shown on the existing trails network map (Appendix L—Figure 5) and is not mapped as a designated trail (Appendix L—Figure 6) or otherwise mentioned in the Equestrian Usage Assessment Report; for these reasons, the described section of undesignated trail is not appropriate for inclusion on the EIR figures. However, the Equestrian Usage Assessment Report (Appendix L, page 22) explains that the Rancho Santa Fe Association is working to expand the official trail system by actively recording and seeking easements for undesignated trails. No changes were made to the EIR as a result of this comment.
- F-9** Thank you for this comment. Regarding landscaping, visibility of pedestrians and equestrians, and sight distance, please refer to the response to comment F-1. Regarding the location of the trail at this intersection, please see response to comment F-6. No changes were made to the EIR as a result of this comment.
- F-10** The County appreciates this comment. Please refer to the response to comment F-1 above regarding landscaping and sight distance. No changes were made to the EIR as a result of this comment.
- F-11** The County appreciates this comment. The comment requests that all four crosswalks on the Conceptual Landscape Design Figure 3.1.1 be labeled as pedestrian/equestrian. The purpose of the conceptual landscape figures is to show areas that will be revegetated post-construction with a conceptual planting pallet. Not all project features are shown on conceptual landscape plans. The locations of pedestrian/equestrian crosswalks are depicted on Figures 1.4, 1.5, and 1.6; additionally, they are shown in the design plans for the project (Appendix M to the Traffic Impact Analysis, Appendix D to the EIR).

Regarding the commenter's request for the figures to show bi-level push button poles, LED crosswalks and decomposed granite trails, please refer to response to comment F-3. These features were included in the written project description; all elements detailed in the written project description in Section 1.2 of the EIR are included as part of the proposed project.

Regarding landscaping, visibility of pedestrians and equestrians, and sight distance, please refer to the response to comment F-1.

No changes were made to the EIR in response to this comment.

- F-12** The County appreciates this comment. Regarding landscaping, visibility of pedestrians and equestrians, and sight distance, as well as the request to show a pedestrian and equestrian on the simulations, please refer to response to comment F-1.
- Regarding the commenter's request for the figures to show bi-level push button poles, please refer to response to comment F-3. Please refer to response to comment F-11 regarding LED crosswalks.
- Regarding the opinion that the simulation is too heavily landscaped, the purpose of the simulations is to generally depict what the roundabouts would look like at each intersection. Final landscaping would be selected as described in response to comment F-1.
- F-13** Comment noted. Regarding landscaping, visibility of pedestrians and equestrians, and sight distance, please refer to the response to comment F-1.
- Regarding the request to label all crosswalks as pedestrian/equestrian, please see response to comment F-11.
- F-14** Comment noted. Regarding the commenter's request for the figures to show bi-level push button poles, please refer to response to comment F-3; and refer to response to comment F-11 regarding LED crosswalks and decomposed granite trails.
- Regarding the request to show a pedestrian and equestrian on the simulations, please refer to response to comment F-1.
- F-15** Thank you for this comment. The purpose of Figure 4.1 is to provide a conceptual line-drawing of the basic features of the Signalized Intersections Alternative for this intersection. All features that are described in the project description for the Signalized Intersections Alternative would be part of the design if this alternative were chosen for implementation. Please refer to responses to comments F-3 and F-4 for additional discussion on the level of detail provided in EIR figures. No changes were made to the EIR in response to this comment.
- F-16** Comment noted. Regarding project elements depicted on the Signalized Intersections Alternative figures, please refer to responses to comments F-3, F-4, and F-15. Regarding trails that are depicted on the EIR figures, please see response to comment F-8.
- F-17** Comment noted. Regarding project elements depicted on the Signalized Intersections Alternative figures, please refer to responses to comments F-3, F-4, and F-15. Regarding trails that are depicted on the EIR figures, please see response to comment F-8.
- F-18** The County appreciates this comment. Regarding analysis of turn pocket stacking, please refer to response to comment F-2.

Comment Letter G

Epsten Grinnell & Howell^{LLP}

Attorneys at Law

Respond to: San Diego office

www.epsten.com
800.300.1704

February 21, 2013

VIA ELECTRONIC MAIL TO: GAIL.JURGELLA@SDCOUNTY.CA.GOV
AND VIA FACSIMILE TO: (858) 694-3925

Ms. Gail Jurgella, Project Manager
 Department of Public Works
 County of San Diego
 5510 Overland Avenue, Suite 410
 Mail Stop O-385
 San Diego, CA 92123

Re: Hacienda Santa Fe Property Owners Association
 Project: Rancho Santa Fe Roundabouts Project
 Comments on Draft Environmental Impact Report
 Public Review Period Ends: February 28, 2013
 State Clearinghouse No.: 2007101081
 Our File No. 7492.01

Dear Ms. Jurgella:

This law firm represents the Hacienda Santa Fe Property Owners Association ("Association"). The Board of Directors of the Association requested we submit this letter to the Department of Public Works outlining the Association's written comments on the Draft Environmental Impact Report ("DEIR") for the above-referenced Public Works project.

G-1

Preliminarily, the facts are as follows: The Association is located on the south-side of Del Dios Highway, approximately ¼ of a mile east of the Del Dios Highway/El Camino del Norte intersection. (See enclosed Map.) The Association is the first common interest development to the east of the eastern-most proposed roundabout at El Camino del Norte. The Association has two ingress and egress points: (1) Del Dios Highway/Via Cuatro Caminos, and (2) Del Dios Highway/Luna de Miel. Each of these two intersections has one stop sign regulating traffic exiting the community, with the Del Dios Highway having an unrestricted flow of traffic (no stop signs or traffic signals) heading east/west. (See enclosed photographs).

G-2

The scope of the DEIR stopped prior to the Association's western property line; thus, the Association was not included within the DEIR analysis. For the following reasons, the Board believes the Association should be included in the DEIR, as the Association will likely be negatively impacted by the proposed roundabout installations.

1640696v1

San Diego
 10200 Willow Creek Rd., Suite 100
 San Diego, California 92131
 858.527.0111 • fax 858.527.1531

Coachella Valley
 44-875 Deep Canyon Rd., Suite 3
 Palm Desert, California 92260
 760.836.1036 • fax 760.836.1040

Inland Empire
 43460 Ridge Park Dr., Suite 200
 Temecula, California 92590
 951.461.1181 • fax 858.527.1531

Ms. Gail Jurgella
 Department of Public Works
 County of San Diego
 February 21, 2013
 Page 2

- G-3 Currently, to the east of the Association, there are two traffic signals on Del Dios Highway: one at Bing Crosby Boulevard and one at Calle Ambiente. These traffic signals create breaks in the flow of traffic heading west in the morning rush-hour. These breaks allow the Association's residents to exit the community at regular and safe intervals. In the evening rush-hour, the eastern-most stop sign at Del Dios Highway and El Camino Norte, which is proposed to be converted to a roundabout, creates breaks in the flow of traffic heading east. These breaks allow Association residents to exit the community at regular and safe intervals.
- G-3 The Board is of the opinion that the installation of roundabouts at the three proposed intersections to the west of the community will affect the flow and speed of traffic on Del Dios Highway, which will adversely impact egress from the Association during morning and evening rush hours. Not only will breaks in traffic be reduced, thus limiting opportunities for residents to safely exit onto Del Dios Highway, but the continuous flow of traffic created by the roundabouts will create a dangerous condition for drivers and bicyclists as residents may accelerate and rush to exit onto Del Dios Highway between the flow of vehicles or when any minor gap in the flow of traffic presents itself, whether safe or not.
- G-4 In fact, the Notice of Availability expressly admits that Paseo Delicias (which turns into Del Dios Highway) is "heavily used by through traffic during morning and afternoon commute periods" and that there is a "high volume of traffic" in the area as a result. This heavy flow and high volume of traffic already creates an egress issue for the Association's residents. Thus, while the roundabouts may ease traffic congestion at each of the three intersections to the west of the Association, the roundabouts will correspondingly increase the flow of uninterrupted vehicles driving east on Del Dios Highway during rush hour.
- G-5 Accordingly, the Department of Public Works and related agencies must consider the impact the proposed project will have on the Association. The scope of the DEIR (and eventually EIR) must be expanded to include the Association's property and to analyze how the stop sign conversions will affect egress from the community, especially to the west in the evening rush hour between 3:00 PM and 6:00 PM. Moreover, the Report needs to address alternative measures to permit safe and regular egress from the community. This might include installing traffic signals on at least one of the Association's entries/exits, or maintaining the status quo on the Del Dios Highway/El Camino del Norte intersection (this proposed solution would conflict with the Combined Roundabouts/Stop-Signs Alternative proposed in S.5.3 of the DEIR which would permit the construction of roundabouts at the outer two intersections with retention of existing stop sign controls in the center intersection). The Association does not support the
- G-6 S.5.3 option, as the Association requests that at least the El Camino del Norte

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Ms. Gail Jurgella
Department of Public Works
County of San Diego
February 21, 2013
Page 3

G-6 ▲ intersection be regulated by stop signs or traffic signals to ensure breaks in traffic
cont. ◆ heading east.

◆ If the scope of the DEIR is not revised (1) to include the Association's property,
G-7 (2) to consider and analyze the effects the proposed roundabouts will have on the
Association's egress from the community, and (3) to address possible alternative
mitigation measures for any and all negative effects the roundabouts will have on the
Association, the Association will consider pursuing the County of San Diego and all
related entities for negligence in not considering the impact on the Association by this
project after being requested to do so.

◆ Please direct all communication on this issue to the undersigned. Thank you for
your consideration of the above.

Very truly yours,

EPSTEN GRINNELL & HOWELL, APC



Jodi A. Konorti

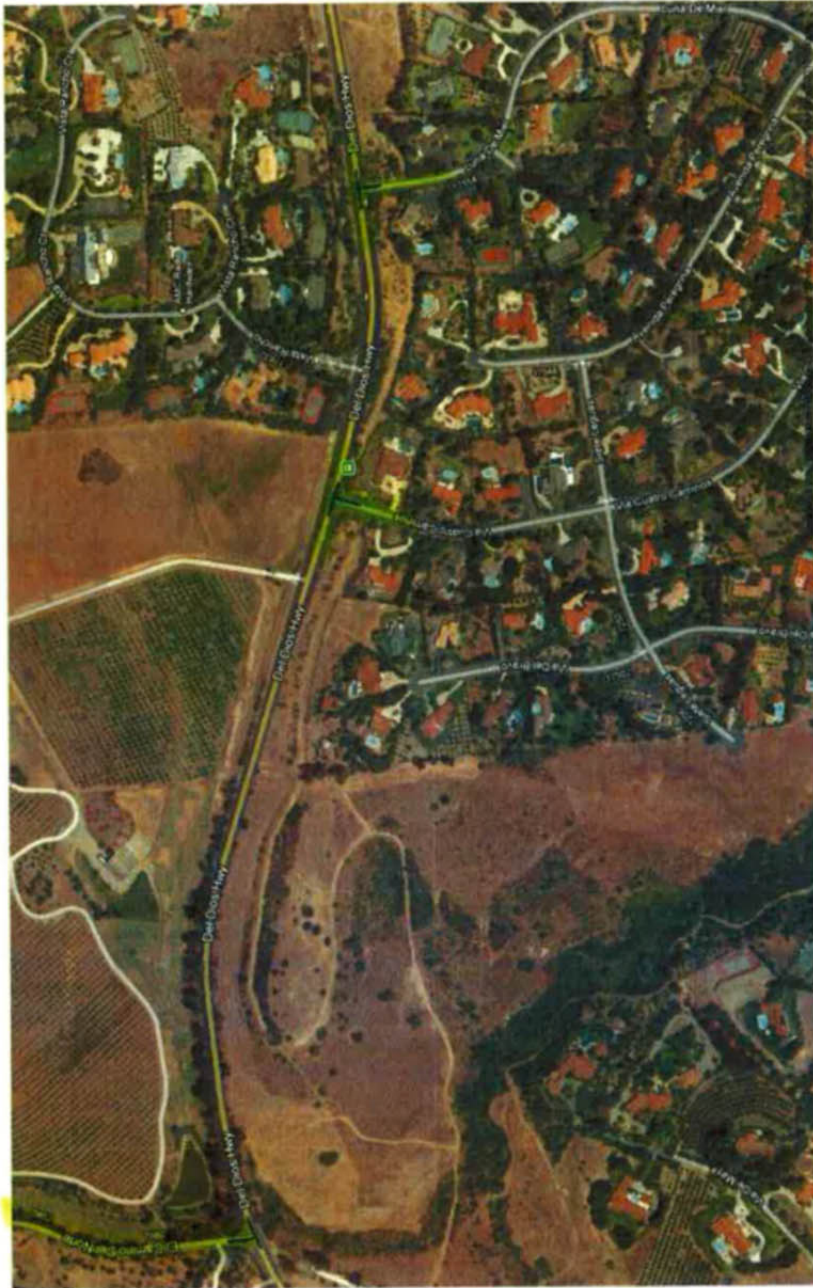
JAK:jac
Enclosures

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<http://maps.google.com/>

To see all the details that are visible on the screen, use the "Print" link next to the map.

Google



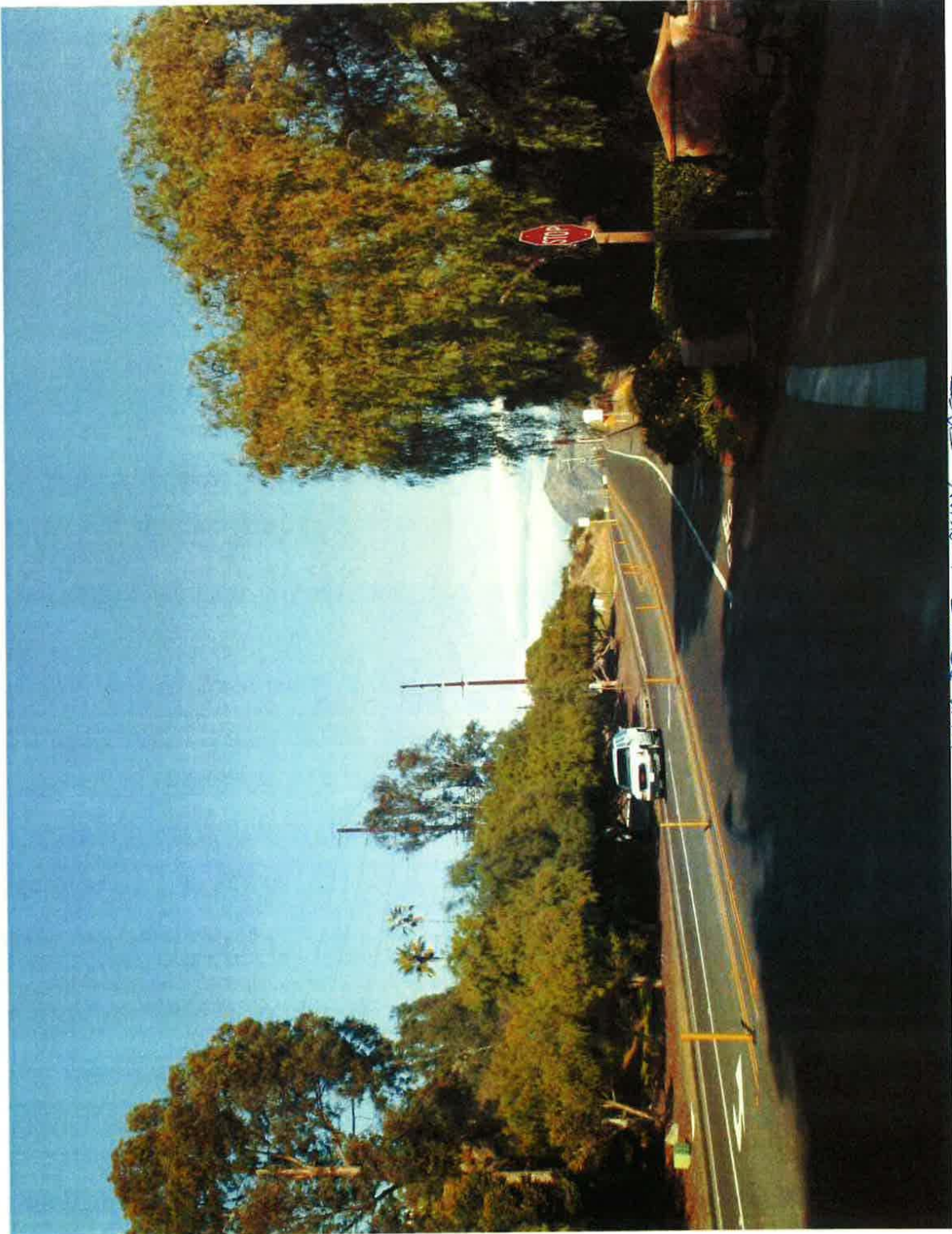
Comment Letter G Attachment

2/21/2013 9:50 AM

del dios highway - Google Maps

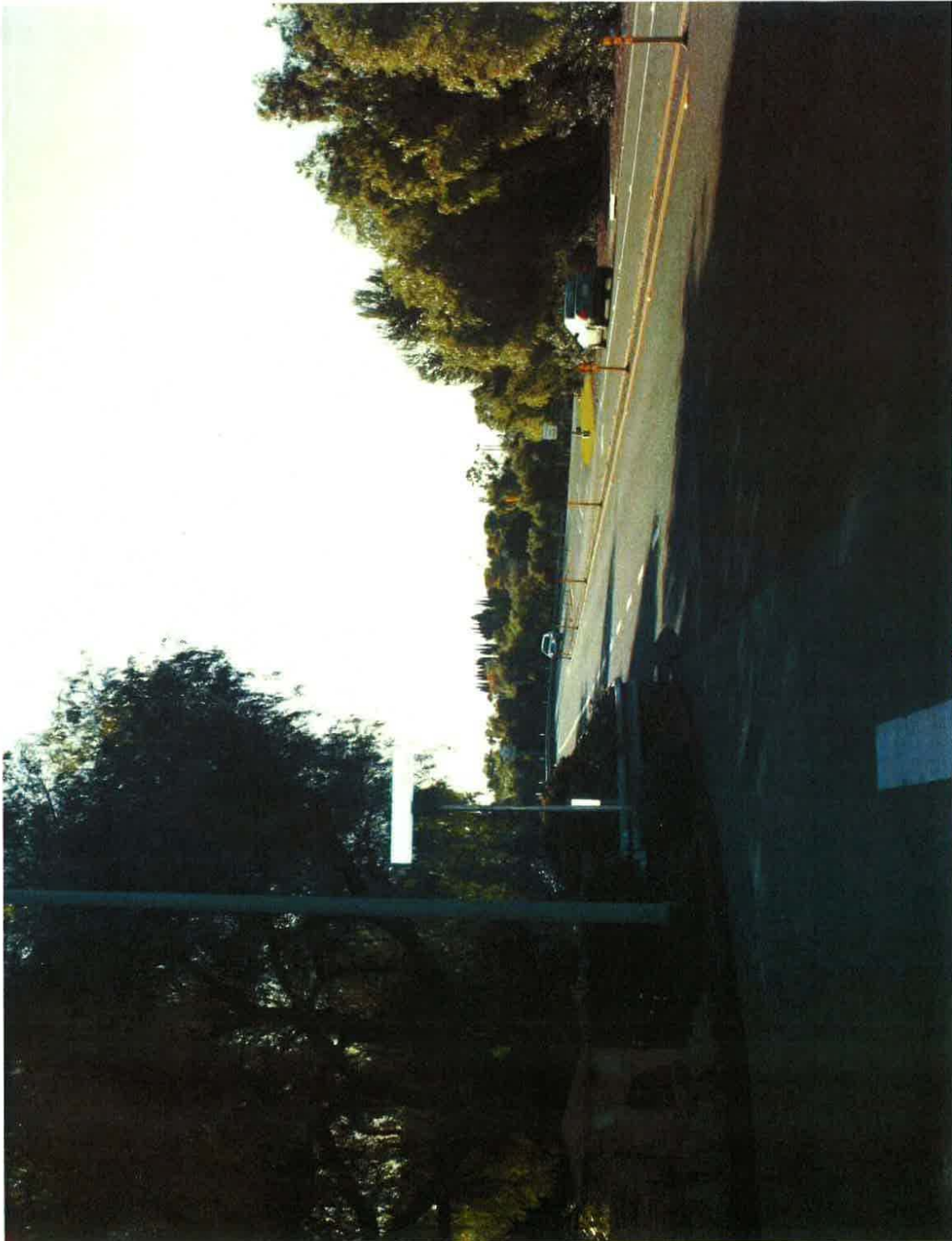
1 of 1

Comment Letter G
Attachment



LUNA DE MIEL LOOKING EAST

Comment Letter G
Attachment



Comment Letter G
Attachment



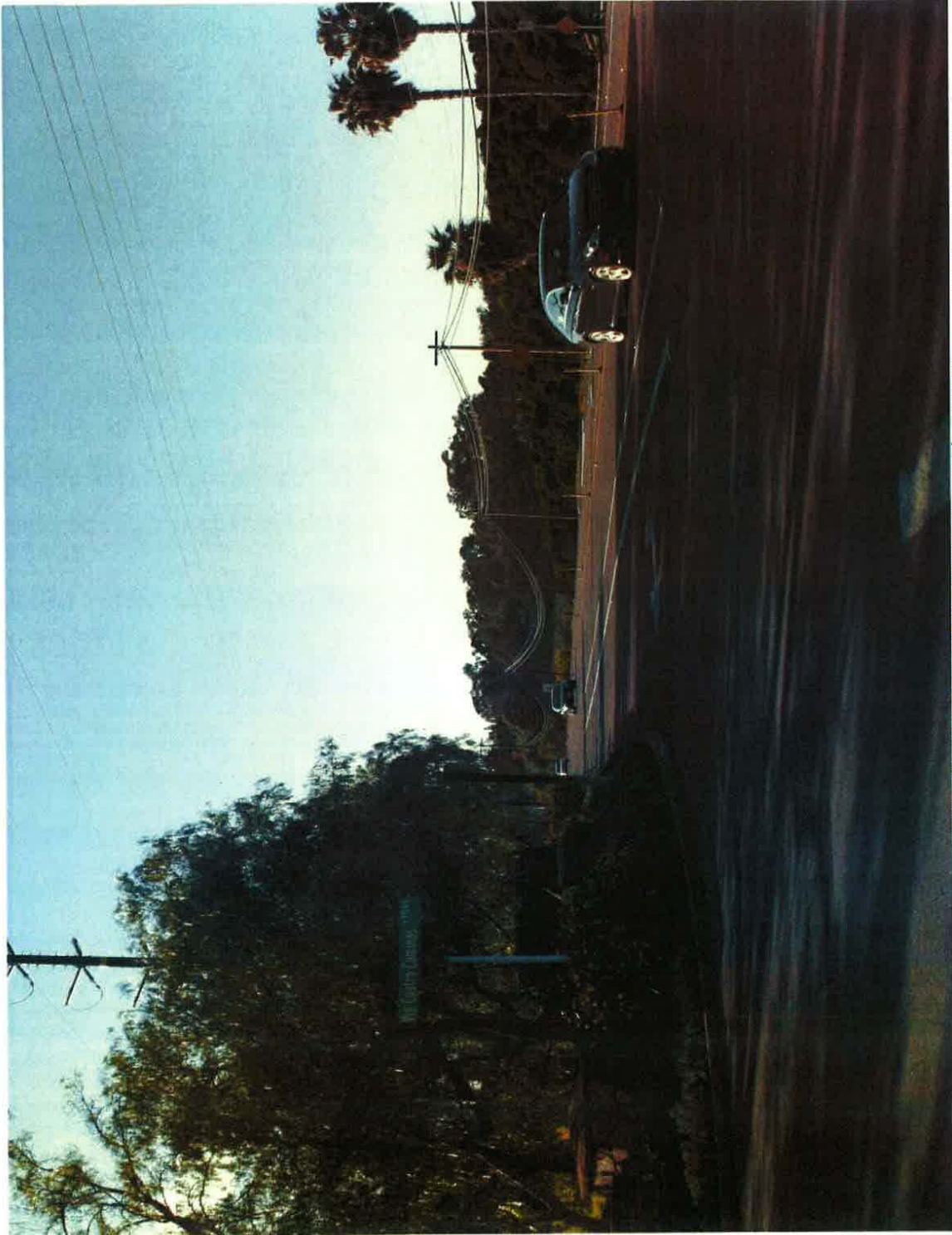
STRAIGHT AND IN BIOS FROM LUNA DEMER

Comment Letter G
Attachment



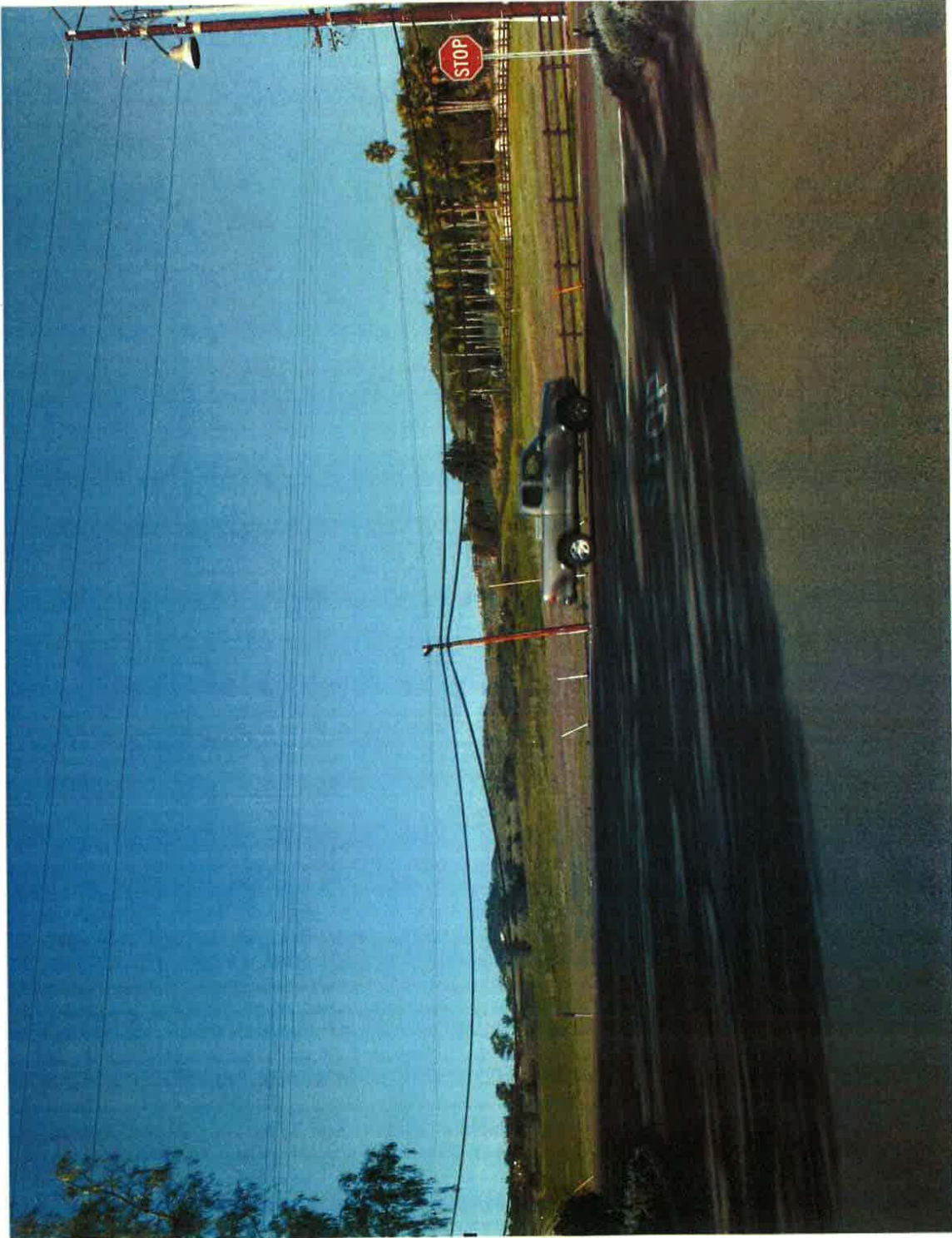
LOOKING EAST INTO THE SIDES FROM CUATRO CAMINOS

Comment Letter G
Attachment



LOOKING WEST ONTO DELINCK HIGH FROM CUATRO CAMINOS

Comment Letter G
Attachment



STRAIGHT INTO THE SIGN

**Comment Letter G
Attachment**

Jurgella, Gail

From: Joy A. Carpio [jcarpio@epsten.com]
Sent: Thursday, February 21, 2013 10:11 AM
To: Jurgella, Gail
Subject: Hacienda Santa Fe Property Owners Association - Letter re Rancho Santa Fe Roundabouts Project [7492.01]
Attachments: 1642469_1_[FINAL] Letter to G. Jurgella (County of San Diego) re Rancho Santa Fe Roundabouts Project.PDF

Please see the attached letter of today's date from Jodi A. Konorti, Esq. Please contact us if you have any questions. Jodi's e-mail address is jkonorti@epsten.com

Thank you!

Joy Carpio,
Secretary to Jodi A. Konorti, Esq.

Joy Carpio, Legal Secretary to Mary M. Howell, Lori F. Bessler, William S. Budd, and Jodi A. Konorti

Epsten Grinnell & Howell
Attorneys At Law
San Diego | Coachella Valley | Inland Empire

10200 Willow Creek Road, Suite 100
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Visit Our Website: <http://www.epsten.com>

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Response to Letter G

**Epsten Grinnell & Howell, Jodi A. Konorti,
Representing the Hacienda Santa Fe Property Owners Association
10200 Willow Creek Road, Suite 100, San Diego, CA 92131**

February 21, 2013

- G-1** This comment is noted and will be included in the record for review and consideration by the decision-making body.
- G-2** The County appreciates this comment. The commenter states that the Hacienda Santa Fe Property Owners Association should be included in the EIR analysis. The operational study area was limited to the three project intersections. As explained in Section 2.2.2.2 of the EIR, the project is an intersection improvement project that would not generate any vehicle trips. The proposed project would not involve changes to any road segments, including lane widths and speed limits, along Del Dios Highway in front of the Association's ingress and egress points. Because the project does not add vehicle trips to the roadway or propose any changes to the roadway segments, the study area was limited to the three project intersections where geometric improvements are proposed. Furthermore, the project's Traffic Impact Analysis (Appendix D) was prepared by a qualified traffic engineering consultant in accordance with the County's Guidelines for Determining Significance and Report Format and Content Requirements for Transportation and Traffic.

Based on the information above, there is no substantial evidence that the project area should be expanded to include the Del Dios Highway intersections at Via Cuatro Caminos or Luna de Miel. The County appreciates this input and has included the following revision to Section 2.2.1.1, page 2.2-1, of the EIR to clarify the rationale for limiting the operation analysis study area to the three project intersections:

Operation Analysis

The operation analysis study area consists of the three intersections along Paseo Delicias/Del Dios Highway where the roundabouts are proposed. The study area was chosen based on the locations along Paseo Delicias/Del Dios Highway where roundabouts (geometric improvements) are proposed. The study area was limited to these locations because the project would not add any traffic to the roadway system, and because geometric modifications are not proposed at any intersections or roadway segments beyond the three intersections where roundabouts are proposed.

- G-3** The County appreciates this comment. The comment states that the existing stop sign control at Del Dios Highway and El Camino del Norte creates breaks in the flow of eastbound traffic that allow Association residents to exit the community at regular intervals. However, as explained in Sections 1.4 and 2.2.1 of the EIR and shown on Figure 2.2.1, there is no traffic control device (stop sign or otherwise) on Paseo Delicias / Del Dios Highway at the El Camino del Norte intersection, located approximately ½ mile west of the Association's west-most egress point (Via Cuatro Caminos); the subject intersection only has one leg that is stop-controlled and that is southbound traffic on El Camino del Norte.

Under existing conditions, the nearest traffic control device to the west is located at the El Montevideo intersection, which is more than one mile from the Association's western access, Via Cuatro Caminos (see Figure 2.2.1). With the installation of roundabouts at the three proposed project intersections, the nearest controlled intersection to the west of the Association's access points would be closer, only ½ mile away. As explained in Section 1.2.1.2 of the EIR, vehicles would slow at the roundabout yield sign to create gaps in the traffic flow. Drivers would need to maneuver around the splitter islands and central island at speeds of 15–27 miles per hour (mph). As discussed in Section 1.4 of the EIR, the posted speed limit is 50 mph east of La Valle Plateada, which includes the segment of Del Dios Highway at El Camino del Norte and in the vicinity of the Association's access points. Installation of the proposed roundabouts would result in an increase in gaps because eastbound traffic on Paseo Delicias would need to slow at El Camino del Norte where they do not have to slow under the existing conditions. Therefore, the installation of roundabouts at the project intersections would not result in a negative impact on ingress and egress from the Association's access points or creation of a dangerous situation for either vehicles or bicycle traffic. In fact, the project is expected to improve the operations at the Association's access points as explained above.

- G-4** The County appreciates this comment. The County acknowledges that there is a relatively high volume of traffic along the Del Dios Highway/Paseo Delicias Corridor. As stated in the Traffic Impact Analysis (Appendix D), some segments have over 20,000 Average Daily Trips (ADT).

The comment states that the high volume of traffic already creates an egress issue for the Association's residents. For existing traffic issues that you would like to have considered by the County, the appropriate forum is the Traffic Advisory Committee (TAC), which was formed by the Board of Supervisors to review requests for regulatory traffic controls on the County-maintained road system. The TAC conducts regular public meetings. If you are considering a request to the TAC, please contact Maria Rubio-Lopez at (858) 694-3845. Additional information is also available on the County's public website at: <http://www.sdcounty.ca.gov/dpw/roads/traffic.html>.

As discussed in response to comment G-3, since a roundabout would slow traffic at the El Camino del Norte intersection (where no control currently exists), it is expected that the project would result in improved operations at the Association's access points.

- G-5** The County appreciates this comment. Regarding the scope of the EIR, please refer to response to comment G-2.

Regarding the locations of the existing stop signs and the potential effect of improving the three project intersections with roundabouts, please refer to response to comment G-3.

Regarding the commenter's suggestion to install traffic signals at one of the Association's entries/exits, please refer to response to comment G-4, which explains that there is an existing forum for making such requests.

The commenter's opposition to the Combined Roundabouts/Stop-Signs Alternative is noted and will be included in the record for review and consideration by the decision-making body.

- G-6** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body. Please refer to response to comment G-3 regarding the existing stop sign controls at the Paseo Delicias / El Camino del Norte intersection. No changes were made to the EIR in response to this comment.

Please note, the Combined Roundabouts / Stop-Signs Alternative is discussed in Section 4.3 of the EIR; the information provided in Section S.5.3 is a summary.

G-7 Comment noted.

Comment Letter H

Jurgella, Gail

From: Robinsnest7211@aol.com
Sent: Tuesday, December 11, 2012 1:55 PM
To: Jurgella, Gail
Subject: RSF Roundabouts Project

Dear Ms. Jurgella,

H-1 | This community has been talking about traffic abatement on the Del Dios Hwy. since I moved here in
| the year 2000. At that time, I had suggested traffic lights but was told that we will stay in the dark
| ages. It would be a heck of a lot less expensive, environmentally better, and safer to install traffic
| lights. AND this could be accomplished in a more timely manner. At 70 years of age, I doubt I will see
| roundabouts here in my lifetime!

Judy Robbins
858-759-6776

Response to Letter H

**Judy Robbins,
robinsnest7211@aol.com**

December 11, 2012

- H-1** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body. Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives. No changes were made to the EIR in response to this comment.

Dec 13 12 09:29a

Wei

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p:1

Comment Letter I

Mrs. Gail Jurgel'a
Director of Dept. of Public Works
County of San Diego
Fax: 858-694-3925
December 13th, 2012

Dear Gail:

I-1 My name is Wei Zhang and my home address is 6801 Paseo Delicias, Rancho Santa Fe, CA 92091. Enclosed find 4 attachments from me: 1) a letter to Mrs. Giselle Finely of your office on 10/26/12 (she is very efficient to give me some response); 2) A letter to Rancho Santa Fe Association; 3) My letter to editor of Rancho Santa Fe Review which was published on 11/29/12; 4) RSF Review's news on roundabouts which was published on 10/25/12; So you can see the whole picture from my comments.

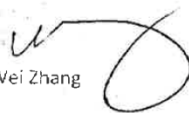
My concerns are the following:

- I-2 1. Along Paseo Delicias/De Dios Highway (S6) in Rancho Santa Fe areas, is it safe to build roundabouts instead of Traffic light signals? What is the result of your survey and research for it? I am more concerned of the safest issue than anything else
- I-3 2. Is it economical or worthwhile to spend over \$6 million dollars plus using a lot more lands for building the roundabouts? Traffic lights are much less expensive and should we spend those big money for repairing or maintaining of the roads which are really in need? I notice that there are a lot of garbage bags thrown away along the roads. San Diego is a very beautiful county. We should take a good care of the road and environment.
- I-4
- I-5 3. I am not sure who I should send to for my above concerns in our County..If you can pass this information or let me know whom I should contact, that will be highly appreciated.

Fee: free to give me a call at 206-650-1107. Thank you so much for your attention for this matter!

Best Regards

Yours Sincerely


Wei Zhang

PO Box 1338

Rancho Santa Fe, 92067

total: 17 pgs

Dec 13 12:09:29a

Wei

8587598279

Comment Letter 1
Attachment

2,

Mrs. Giselle Finley

Traffic Engineer

Tel: 858-694-3850

Fax: 858-694-3928

October 26, 2012

Hi, Giselle!

My name is Wei Zhang and my home address is 6801 Paseo Delicias, Rancho Santa Fe, CA 92091. We bought the house a year ago and have enjoyed very much in this community. The people are nice and warm-hearted and school is excellent! We have two boys (9 and 7 years old). We drive children to school every day back and forth. There are at least 4 families at this corner.

However, the traffic safety issue turns to be very serious and I have to report to you for help! My home is located along S6 between 2 STOP signs: El Camino Del Norte and Montevideo. S6 is very heavy both in the morning and in the evening. In the morning, you will see a long line of cars waiting from east to west downtown direction at these two stop signs. For that PROBLEM, we can, to certain degrees, take care of it because some of those cars along the road can stop and let you make a left turn to join the line. However, in the evening, the traffic situation is completely different. It is extremely difficult to even make right turn from 3:45 pm to 5:30 pm, let alone to make a left turn and go back to downtown/school. Since it is a STOP sign at Montevideo, all the cars come from that STOP sign is speeding up and approaching to our corner over 50 miles. We can hardly find any break to squeeze into the traffic---too risky and dangerous to make a left turn. In order to go to downtown, sometimes, we have to wait for over 15 minutes to make a right turn. Then we will have to make a left turn at El Camino De Norte and drive around back to downtown. In other words, we have no way to make a left turn for downtown direction at all. It is just too risky for me to take a chance to make a left turn and drive with kids for the out-of-school activities during that time. I talked to other neighbors who have kids. They have similar experience.

For the sake of life safe reason, I will quite appreciate if you should come and do some investigations in here. We should consider to set up two traffic lights at the cross-street of between S6 and Montevideo and El Camino Del. That will, I believe, release the traffic jam issue. More importantly, that will solve the biggest safety issue.

I talked to Rancho Santa Fe Association. They are thinking of a round-about plan. In my opinion, that might release a traffic jam issue, but will worsen the situation we are facing now. In other words, that will put us into more risky situation because we just cannot find any break time even for going to the house for either direction.

I-6

Dec 13 12:09:30a

Wei

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p.3

**Comment Letter I
Attachment**

3.

Feel free to give me a call at 205-650-1107. Thank you so much for your attention for this matter!

Best Regards

Yours Sincerely



Wei Zhang

PO Box 1338

Rancho Santa Fe

CA 92067

Dec 13 12 09:30a

Wei

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p. 4

**Comment Letter |
Attachment**

Rancho Santa Fe Association

PO Box A

Rancho Santa Fe, CA 92057

October 22, 2012

Dear Sirs,

My name is Wei Zhang and my home address is 6801 Paseo Delicias, Rancho Santa Fe. We bought the house a year ago and have enjoyed very much in this community. The people are nice and warm-hearted and school is excellent. We have two boys (9 and 7 years old). We drive children to school every day back and forth.

Here is one serious situation I need to report to you and let us discuss how can you help us solve this problem quickly. As you know, my home location is between 2 STOP signs: El Camino Del Norte and Montevideo. The traffic between my home to the down is very heavy. In the morning, you will see a long line of cars waiting at the STOP sign of Montevideo along S6. For that PROBLEM, I can, to certain degrees, take care of it myself because any of those cars along the road can stop and let you make a left turn. I can then get into the traffic flow and drive kids to school. However, in the evening, the traffic situation is completely different. It is extremely difficult to even make right turn from 4:00 pm to 5:30 pm, let alone to make a left turn and go back to school. Since it is a STOP sign at Montevideo, all the cars come from downtown direction (west to east) at speed of over 50 miles when they are approaching to my home. I can hardly find any break to squeeze into the traffic---too risky and dangerous to do so. In order to go to downtown, I have to wait for over 15 minutes or even longer so as to get on S6 (EAST direction). Then I will have to make a left turn at El Camino Del Norte and drive around back to downtown. I have no way to make a left turn for downtown direction at all. It is just too risky for me to drive two boys for the out-of-school activities during that time. I talked to other neighbors who have kids. They have similar experience.

For the sake of life safe reason, I really hope that you should come and do some investigations in here. We should really consider either to set up a traffic light at the cross-street of between S6 and Montevideo or set up another STOP sign at my home area (we have at least 4 families in this side). I know RSF wants to keep the living style of history. However, with new development and more population into this area, we have to change certain conditions. It is by either setting up the TRAFFIC LIGHT or STOP sign that we can protect our lives and especially our kids.

Feel free to give me a call at 206-650-1107. Thank you so much for your attention for this matter!

I-7

①

Dec 13 12:09:30a Wei

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p.5

**Comment Letter I
Attachment**

5

Best Regards

Yours Sincerely



Wei Zhang

PO Box 1338

Rancho Santa Fe

CA 92057

2

Dec 13 12:09:30a

Wei

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p.6

**Comment Letter I
Attachment**

6.

Rancho Santa Fe Review November 29, 2012 19

Letters to the Editor/Opinion

Traffic lights or roundabouts in RSF? Go with the safest option

I read the news in your newspaper on Oct. 25 regarding the Final EIR on proposed roundabouts in RSF. The good part is that both the county and Rancho Santa Fe community are really concerned about the traffic jam along the highway Paseo Delicias(S6) and have now planned to take action to fix this problem.

However, I am more concerned about the safety issue between two stop signs which will be replaced by two roundabouts instead of traffic lights — the first one at El Camino Del Norte and the second at Montevideo along S6. Right now, the traffic safety issue has already become very serious along S6 between the two stop signs at El Camino Del Norte and at Montevideo.

As we all know, the traffic along S6 is very heavy both in the morning and in the evening. In the morning, you will see a long line of cars waiting from east to west towards the Village at these two stop signs. We can reconcile that problem to a certain degree, because some of those cars along the road can stop and let you make a left turn out of Paseo Delicias to join the flow of traffic. However, in the evening, the traffic situation is completely different. It is extremely difficult to even make right turn from 3:45 p.m. to 5:30 p.m., let alone to make a left turn and go back towards the Village and the school. From the stop sign at Montevideo, all the cars that come out of that stop sign are speeding up to over 50 miles per hour as they approach eastbound to our corner (where Paseo Delicias becomes Del Dios Highway). We can hardly find any break to squeeze into the traffic and it becomes too risky and dangerous to make a left turn to head towards the village from our street. Sometimes, in order to go to the Village, we have to wait quite a long time in order to make a right turn. Then we will have to make a left turn at El Camino De Norte and

drive around back towards the Village.

In other words, we have no way to make a left turn towards the direction of the Village at all in the late afternoon. It is just too risky to take a chance to make a left turn and drive with kids for after school activities during that time. I talked to other neighbors who have kids and they have similar experiences.

We are faced with two options to mitigate the traffic: roundabouts and traffic lights:

1. Can roundabouts reduce the risk compared with the stop signs or worsen the current situation for all the residents between El Camino Del Norte and Montevideo to get out of the houses? Between these two roundabouts, there are two cross streets which will be affected: the one at Camino De Conejos and Paseo Delicias, and the second where Paseo Delicias veers right and Del Dios Highway begins. Especially from 6695 to 6801 along Paseo Delicias, it might be worse because all the cars go to eastbound without any stop sign. I would to request both the County and RSF Traffic Committee to do more research and find out if it is safe to set up roundabouts instead of traffic lights.

2. We all have the same goal to keep the rural character Rancho Santa Fe intact. However, as more young families with kids move into this community for its five-star school education, the issue of safety should be at the forefront. More importantly, unless we can be assured that roundabouts can be much safer than the traffic lights for the residents who have to navigate in and out of the houses along Paseo Delicias, perhaps we should consider saving the money and simply install traffic lights instead.

Wei Zhang
Concerned Covenant Resident Living
On Paseo Delicias

I-8

Dec 13 12 09:31a

Wei

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Comment Letter 1
Attachment

ty Journalism

Oct. 25, 2012

Final EIR to be released soon on proposed roundabouts in RSF

BY KAREN BILLING

San Diego County is expected to release its final environmental impact report on the proposed roundabouts for Paseo Delicias/Del Dios Highway within the next few weeks. The Rancho Santa Fe Association board, which received an update on the project Oct. 18, has been reviewing the project for over 10 years.

Roundabouts are looked at as a way to create free-flowing traffic at intersections, RSF Association Assistant Manager Ivan Holler said, requiring vehicles to slow but not stop. While they are more costly than traffic lights—the three proposed roundabouts are projected to cost \$6 million—the roundabouts would improve the functioning of intersections on the highway and could reduce vehicle emissions as well as cut-through traffic.

The EIR will look at three proposed intersections for roundabouts: At Via de la Valle, El Montevideo and El Camino Del Norte.

When the EIR is released, RSF Association Vice President Anne Feighner requested that a community-wide meeting be held to discuss the project and its potential impacts.

"I still have questions and the community has questions," Feighner said. "I think we have to be very careful when an issue hasn't come up in several years...Almost nobody has it on their radar."

See ROUNDABOUTS, page 30.

ROUNDABOUTS

Continued from page 1

Fellow board members agreed that a community meeting would be helpful to let people know about the process and gain additional input. The EIR would carry a 90-day public comment period, although if those 60 days fall within the upcoming holiday season, Holler said they may request an extension.

The Association's long history with this project goes back to around 2002.

That year the Association installed a traffic counter on Del Dios Highway as it was concerned about increasing commuter traffic. At that time, traffic totaled 30,000 average daily trips on a two-lane road designated for more around 12,000 trips.

The county's study of roundabouts was prompted by an Escondido citizen who requested the county install traffic signals. During the process, it was discovered that roundabouts were a potential alternative traffic solution.

A Covenant-wide meeting in 2003 resulted in the Association submitting a request for roundabouts to the county and the next year the Association contributed \$125,000 toward a project study.

The first roundabout design meeting was held in 2005, followed by more in 2006. The first draft of the EIR circulated in 2008 and in 2010 it was revised to include lighting.

The final draft will include all of the comments received during public input and responses from the county on each of those comments and issues.

While traffic counts on Del Dios are down to about 16,000 daily trips, it is still very difficult for people who live off of connecting streets to get out onto the highway, Holler said.

Of the three proposed roundabouts, Holler said the Via de la Valle intersection is the most complicated.

It would result in a realignment of Las Colinas to move it farther south to intersect at a more 90-degree angle with Via de la Valle. Additionally, a cul-de-sac would be created on La Fremontia (currently a loop street) and the Village Church would lose a significant portion of its parking lot.

El Montevideo would be the only four-way roundabout while the other two would be three-way.

The roundabouts will be 102-110 feet in diameter with a 16-foot lane and a 12- to 15-foot-wide mountable apron. The apron is necessary to allow trucks with long trailers to circle through, mounting the curb if necessary. Each roundabout will also have a 48- to 54-foot landscaped center.

At the roundabouts, there will be a push button, activated crossing lighting that is accessible at two heights for both a pedestrian and a mounted equestrian.

At the push of the button, lighting about 400 to 500 feet away will turn on to warn oncoming drivers of horses or pedestrians crossing. There will also be in-pavement lighting on the crosswalks, similar to those seen on Del Mar's Camino Del Mar. The in-pavement lighting is shielded so it only shines out to vehicles.

Director Rochelle Putnam said the Association's trails and recreation committee worked with the county on the crossings and the lighting plan, making sure the lights would not frighten horses.

"They were really responsive," Putnam said of county staff. "The committee is really excited about (the roundabout crossings) because it improves equestrian safety...It's such a significant improvement at El Camino Del Norte because you really have to be an expert rider to cross there. This really opens up the trails."

Holler said while they still need to review the final EIR, they know in advance of possible significant issues with the roundabouts that will need to be addressed.

He said possible issues include additional right-of-way acquisitions that the county would acquire through eminent domain, impacts to adjacent properties, traffic disruptions during construction and the La Fremontia changes.

RSF Association Director Larry Spitecausky requested that the Association staff find out as much as they can about the impacts to properties immediately adjacent to the intersections.

Response to Letter I

**Wei Zhang
PO Box 1338, Rancho Santa Fe, CA 92067**

December 13, 2012

- I-1** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body. This letter and the four attachments were all received.
- I-2** The County appreciates this comment. Section 1.1 of the EIR provides a list of project objectives; project objective #3 is to provide safe intersections for vehicular traffic, bicycle traffic, pedestrians and equestrians.

With regard to the proposed project and safety, Section 1.2.1.2 of the EIR explains that the proposed roundabouts have been designed to prioritize safety for pedestrians, bicyclists, equestrians, and motorists. The design is based on the Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts, which is appropriate for the existing roadway conditions on Paseo Delicias in terms of lane width and posted speed limit. This section goes on to explain how motorists would navigate the roundabouts, and to describe the safety features for pedestrians, equestrians, and bicyclists. The EIR also explains that landscaping, lighting and reflective devices, signage and roadway striping, placement of exclusive pedestrian and equestrian routes, and other features have all been designed to maximize the safety of the roundabout users. Additional specifics on safety are included in Sections 1.2.1.3 Roundabout Intersection Design Features, 1.2.1.4 Roundabout Intersection Lighting Design Features, 1.2.2.3 Landscape Considerations, and 1.2.2.4 Equestrian, Pedestrian, and Bicycle Design Considerations. Chapter 2.2 of the EIR, Transportation and Circulation, includes an analysis of safety pursuant to the County's CEQA Guidelines for Traffic and Transportation. Section 2.2.2.3 specifically analyzes the potential for the project to cause a hazard due to an existing transportation design feature or cause a hazard to pedestrians or bicyclists. The analysis concludes that because the project design includes features that would maximize safety for equestrians, pedestrians, bicyclists, and motorists, and would not create or increase a hazard due to an existing design, impacts would be less than significant. If funding is identified for construction of roundabouts, the design would undergo a 3rd party review and would be revisited based on current standards in place at that time.

With regard to the Signalized Intersections Alternative and safety, as is typical for an EIR, the alternatives are not analyzed in as great of detail as the proposed project. The analysis in Section 4.4 concludes that the Signalized Intersections Alternative would meet project objective #3 (Provide safe intersections for vehicular traffic, bicycle traffic, pedestrians and equestrians) to the same extent as the proposed project, because it would improve safety conditions for users as compared to the existing condition.

No changes were made to the EIR in response to this comment.

- I-3** Thank you for this comment. In accordance with State CEQA Guidelines Section 15131, the economic effects of a project shall not be treated as significant effects on the environment. The fiscal impact on the County as a result of project approval would be an

economic effect and is, therefore, not analyzed as a potential physical environmental impact in the EIR.

Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.

No changes were made to the EIR in response to this comment.

- I-4** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.
- I-5** The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body. Regarding who comments on the EIR should be sent to, the letter has been correctly addressed and received.
- I-6** This attachment to Comment Letter I is a letter from the Letter I commenter dated October 26, 2012, that is addressed to the County Public Works Traffic Engineering section. The commenter's preference for the Signalized Intersections Alternative is noted and this letter will be included in the record for review and consideration by the decision-making body.

The letter describes the difficulty that the commenter experiences when turning onto Paseo Delicias from La Palma during peak hours under the existing conditions and the commenter's presumption that the proposed roundabouts "will worsen the situation." There is no evidence that the project would worsen the existing peak hour traffic situation because, as explained in 2.2.2.2 of the EIR, operation of the project would not generate any vehicle trips or otherwise result in deterioration of the level of service along the Paseo Delicias/Del Dios Highway corridor. Also refer to response to comment G-3 regarding the current configuration of the El Camino del Norte intersection.

In addition, a benefit of the installation of the proposed roundabouts would be that traffic egressing La Palma and desiring to go westbound on Paseo Delicias would be able to turn right onto eastbound Paseo Delicias, navigate the roundabout at El Camino del Norte and then proceed back westbound. There would be no need to turn left onto northbound El Camino del Norte (and, presumably, use Lago Lindo and Avenida De Acacias) to proceed back westbound as described by the commenter, a very circuitous route.

As the commenter describes for the existing condition, it is currently difficult to turn onto Paseo Delicias from La Palma; however, the proposed project would improve the situation by making it easier and less circuitous to go westbound on Paseo Delicias, as described in the paragraph above.

- I-7** This attachment to Comment Letter I is a letter from the Letter I commenter dated October 22, 2012, that is addressed to the Rancho Santa Fe Association. The commenter's preference for either stop signs (the No Project Alternative) or traffic signals (the Signalized Intersections Alternative) is noted and this letter will be included in the record for review and consideration by the decision-making body. Please also see response to comment I-6.
- I-8** This attachment to Comment Letter I is a letter from the Letter I commenter to the editor of *Rancho Santa Fe Review* (periodical) that was included in the November 29, 2012 publication. As in the attachment described in response to comment I-6 above, the commenter questions whether the El Montevideo roundabout would worsen the existing

situation for motorists that enter Paseo Delicias from La Palma and Caminto de Conejos; regarding egress from La Palma, refer to response to comment I-6. With the proposed roundabouts, egress from Caminto de Conejos would likely be similar to the existing situation for traffic turning left (eastbound) onto Paseo Delicias. However, drivers desiring to go eastbound on Paseo Delicias would be able to turn right (westbound), navigate the roundabout at El Montevideo, and then proceed back eastbound. In addition, introduction of a roundabout at the El Camino Del Norte intersection that slows traffic should not worsen egress, and may make it better. As explained in Section 1.2.1.2 of the EIR, vehicles would slow at the roundabout yield sign to create gaps in the traffic flow. Drivers would need to maneuver around the splitter islands and central island at speeds of 15-27 miles per hour (mph). As discussed in Section 1.4 of the EIR, the posted speed limit on the portion of Paseo Delicias near La Palma is 50 mph. Installation of the proposed roundabout would result in an increase in gaps because westbound traffic on Paseo Delicias would need to slow at El Camino del Norte where they do not have to slow under the existing conditions.

The commenter's preference for traffic signals (the Signalized Intersections Alternative) is noted and this letter will be included in the record for review and consideration by the decision-making body.

- I-9** This attachment to Comment Letter I is a newspaper article by Senior Reporter Karen Billing published in the October 25, 2012 publication of *Rancho Santa Fe Review* (periodical). The article summarizes certain background information and provides a description of the project. This attachment does not raise any additional environmental issues that need to be addressed.

Comment Letter J



Larkmoor Farm
Rosemary Neeb
Post Office Box 1282
Rancho Santa Fe, California 92067

Telephone 858 756-2648
Fax 858-756-3242
E-Mail: ~~XXXXXXXXXXXX@LARKMOORFARM.CA.US~~
LARKMOORFARM.CA.US.NET

December 18, 2012

MRS. Gaic Jurgella
5510 Overland Ave., Ste 410
Marlborough 0-385 San Diego, CA 92123

Dear Mrs Jurgella,

J-1 In response to your notice re: Proposed Roundabouts in Rancho Santa Fe at the intersections of Via de la Valle / La Fremontia, El Monte Video Valle Plateada and El Camino del Norte / Del Dia Hwy; I wish to express my opposition

J-2 Those Roundabouts would have irreparable negative impact upon those Residents who live along the streets with the heaviest traffic flow by making it impossible to exit their driveways and turn safely against traffic during high use hours.

J-3 Horse trailers and horse vans, which must start, stop, and turn very slowly would be forced onto Residential streets rather than enter a Roundabout from a lower use street.

J-4 In Rancho Santa Fe, Roundabouts would not be an improvement over traditional intersection traffic management. Traffic signals with traffic flow sensors to facilitate traffic movement are superior.

J-5 Confusion in the driver unfamiliar with them aside, Roundabouts devalue private property while causing excessive "taking" and place an unnecessary burden upon those Residents who reside on the streets where the Roundabouts are proposed.

Please re consider and look to a different solution,

Sincerely,

cc Rancho Santa Fe Cmn.

Response to Letter J

**Larkmoor Farm, Rosemary Neeb
PO Box 1282, Rancho Santa Fe, CA 92067**

December 18, 2012

J-1 The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

J-2 Thank you for this comment. The commenter is concerned that the proposed roundabouts project would have a negative impact on residents exiting their driveways and turning safely against traffic during heavy use hours. The proposed project is an intersection improvement project that would not add any vehicle trips to area roadways or involve any changes to any road segments, including lane widths and speed limits along the Via de la Valle / Paseo Delicias / Del Dios Highway corridor. Installation of the proposed roundabout at the El Camino del Norte intersection would slow traffic from the current approximately 50 miles per hour (mph; the posted speed limit for Paseo Delicias / Del Dios Highway east of La Valle Plateada) to 15–27 mph (the speed motorists would need to travel to navigate the roundabout). This speed reduction would make it easier for drivers in the vicinity of the roundabout intersections to turn onto Paseo Delicias / Del Dios Highway. Therefore, residents along roadway segments throughout the Via de la Valle / Paseo Delicias / Del Dios Highway corridor would experience a similar or better condition, as compared with the existing condition, in terms of exiting and turning safely out of driveways.

Regarding safety in design of the proposed roundabouts and roundabout intersection operations, please see response to comment I-2. In addition, Section 1.2.1.3 of the EIR describes the three driveways at the Via de la Valle / La Fremontia intersection and the two driveways at the El Camino del Norte intersection that would be realigned to provide safe ingress and egress should the proposed roundabouts be constructed.

No changes were made to the EIR in response to this comment.

J-3 Thank you for this comment. As described in Section 1.2.1.2 of the EIR (Roundabout Design), the proposed roundabouts have been designed in accordance with FHWA Guidelines to accommodate large trucks, vehicles with trailers (such as horse trailers and horse vans), and bus traffic. The roundabouts' diameters would be 110 feet and, from the center to the edge, would include a 48- to 54-foot-diameter central island, a 12- to 15-foot-wide truck apron, and a 16-foot-wide travel lane. These elements are designed specifically to accommodate larger vehicles or trucks with trailers. If funding is identified for the construction of the roundabouts, the design would undergo a 3rd party review using standards in place at that time.

Section 3.1 of the project's Traffic Impact Analysis (Appendix D) describes the factors that were used to model traffic movement through the roundabouts. The listed factors include roundabout design type, visibility, significant grades, operating speeds, size of light and heavy vehicles, driver response times, pedestrians, heavy vehicles activity, parking turnover, and similar factors that affect vehicle movements throughout the roundabout, including its approaches and exits. Therefore, movement of heavy vehicles (such as horse trailers) into the roundabouts has been taken into account and included

in the analysis, and these types of vehicles will be able to utilize Del Dios Highway and Paseo Delicias just as they do today.

No changes were made to the EIR in response to this comment.

J-4 The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

J-5 The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

Regarding the commenter's concern that unfamiliar drivers may be confused by the roundabouts, as shown on the project plan sheets (Appendix M to the Traffic Impact Analysis, Appendix D to the EIR), the project design includes advance signage, lane markings and curbs, yield signs at the roundabout entries, and street name signs at each exit. These features would notify motorists of the intersection feature ahead, clearly exhibit the geometry of the intersection, make entering traffic aware of the need to yield to circulating traffic, and demonstrate the motorist's location in the intersection, respectively.

Changes in property values are an economic effect, and as explained in the response to Comment I-2, economic effects of a project are not to be treated as environmental effects. Therefore, if a project were to affect property values, this would not be a CEQA issue.

Comment Letter K

January 4, 2013

RE: RANCHO SANTA FE ROUNDABOUTS PROJECT

Department of Public Works
 County Operations Center
 5510 Overland Avenue, Suite 410
 San Diego, CA 92123

To whom it may concern:

My name is Russ Sande and my wife, Sue, and I have resided at 7052 La Valle Plateada, Rancho Santa Fe (the southwest corner of a proposed roundabout) for the past 23 years.

- K-1 We are adamantly opposed to the roundabouts for the following reasons:
- K-2 (1) They are in direct conflict with the rural character of the Ranch (roundabouts would be scars on an otherwise beautiful landscape).
 - K-3 (2) They are a waste of money.
 - K-4 (3) They will invite traffic, not discourage it.
 - K-5 (4) Those promoting roundabouts should be more sensitive to the residents and their families, rather than the people passing through the Ranch.
 - K-6 (5) On a daily basis, we are subjected to the conditions at this four-way stop and they have become more and more tolerable.
 - K-7 (6) As members of the Village Church, we strongly object to the effect the roundabout would have on the church, in terms of the loss of land and required parking spaces.
 - K-8 (7) Rancho Santa Fe residents should not be exposed to 18 months of needless construction.
- K-9 We urge you to reject this ill-conceived idea.

Thank you for your consideration.

Respectfully,



Russ & Sue Sande
 (858) 756-1804

Response to Letter K**Russ & Sue Sande
No Address Provided****January 4, 2013**

- K-1** The commenter's opposition to the proposed project is noted, and these comments will be included in the record for review and consideration by the decision-making body.
- K-2** The County appreciates this comment. Maintenance of the community's rural character is important to the County. Section 1.1 outlines the project objectives; #4 and #5, respectively, are to *Maintain the rural character that is desired in the San Dieguito Community Plan area, and to Ensure that the project's component parts are consistent with, and complementary to, the aesthetic, community character, and historic aspects of the Rancho Santa Fe Community.* The EIR goes on to analyze the potential for the project to impact the rural character of the community. As detailed in the Land Use and Planning Section (Table 3.1.13), the proposed project has been designed to maintain, to the extent possible, the existing rural character in the San Dieguito Planning Area. Table 3.1.13 addresses each policy from the San Dieguito Community Plan and discusses the project's relative consistency. The consistency discussion addresses rural residential living, visual character and landscape features of the Covenant, compatibility with this California State Landmark Designation, road design, landscaping, safety for all roadway users, use of natural vegetation, avoidance of urban improvements, and lighting. The EIR concludes that the project would have a less-than-significant impact on land use and planning and would not conflict with the policies of the San Dieguito Community Plan. No changes were made to the EIR in response to this comment.
- K-3** Thank you for this comment. In accordance with State CEQA Guidelines Section 15131, the economic effects of a project shall not be treated as significant effects on the environment. The fiscal impact on the County as a result of project approval would be an economic effect and is, therefore, not analyzed as a potential physical environmental impact in the EIR.
- K-4** Thank you for this comment. As discussed in Section 2.2.2 of the Transportation and Circulation analysis, the San Diego Association of Governments (SANDAG) traffic model accounted for the potential shift in traffic from local roads to Paseo Delicias, due to improved operations along the Paseo Delicias corridor. Despite this shift in some local traffic, and as shown in Table 2.2.3, the proposed roundabouts, compared to the existing stop sign configurations, would improve traffic operations at the three project intersections. Furthermore, the project itself would not generate any vehicle trips. Section 2.2.6 of the EIR (Transportation and Circulation) concludes that, based on the traffic analysis, the proposed project would reduce intersection queuing lengths, reduce traffic volumes on local streets, and improve overall operations at the project intersections. No changes were made to the EIR in response to this comment.
- K-5** Thank you for this comment; it will be included in the record for review and consideration by the decision-making body. No changes were made to the EIR in response to this comment.
- K-6** The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body.

- K-7** The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body. During design and approval of their recent expansion, Project Number 3301-72-108-06 (P72-108W⁴), on file with the Department of Planning and Development Services, the Village Church was made aware of the proposed roundabouts project and agreed to provide right-of-way and slope rights at the northwest corner of APN 266-321-17-00, to serve as additional right-of-way for future construction of the roundabout at the intersection of Paseo Delicias and Via de la Valle. Pursuant to §6764 of the County Zoning Ordinance the Village Church is required to provide a minimum of 148 parking spaces (religious assembly uses are required to provide 0.25 parking space per person based on the occupancy of the largest assembly room; the largest assembly room at the Village Church is the Sanctuary with maximum occupancy of 592 persons). As identified on the approved plot plan for P72-108W⁴, the facility was approved with a total of 265 parking spaces, plus a previous authorization for an additional 72 parking spaces on the adjacent residential lot that is also owned by the Village Church. Acceptance of the IOD would result in loss of approximately 22 parking spaces; this loss would not reduce available parking below the minimum number of required parking spaces. Refer to Project Number 3301-72-108-06, on file with the Department of Planning and Development Services, for additional information regarding parking at the Village Church.
- K-8** Thank you for this comment; it will be included in the record for review and consideration by the decision-making body.
- K-9** Thank you for this comment; it will be included in the record for review and consideration by the decision-making body.

Comment Letter L

From: [Michael Moe](#)
To: [Jurgella, Gail](#)
Subject: Proposed Roundabouts
Date: Monday, January 14, 2013 12:33:29 PM

Dear Ms. Jurgella,

I should like to comment on each of the three roundabouts proposed for Paseo Delicias/Del Dios Hwy.:

Via de la Valle/La Fremontia

L-1

I support a roundabout here if it includes mitigation for loss of parking for the Village Church. Failing that, a traffic signal would be the preferred alternative.

El Montevideo/La Valle Plataeda

L-2

A roundabout would be an excellent solution here.

El Camino Del Norte

L-3

Bad idea! A roundabout here would actually slow Del Dios Highway traffic, which now flows freely at the 50 mph speed limit. That penalty to Del Dios drivers is totally unwarranted by the small, rush-hour backup that occurs on El Camino Del Norte. I drive both El Camino Del Norte and Del Dios Highway, and would not trade the free Del Dios flow for an easier entry from Camino Del Norte.

L-4

If some form of traffic control here is deemed essential, I would suggest a traffic signal. At least it would be green for Del Dios Highway most of the time, especially if the sensor for right turns onto Del Dios from Del Norte had a sufficient delay to allow individual cars to make the right turn on red.

Response to Letter L**Michael Moe
No Address Provided****January 14, 2013**

L-1 The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body. During design and approval of their recent expansion, the Village Church was made aware of the proposed roundabouts project and agreed to provide right-of-way and slope rights at the northwest corner of APN 266-321-17-00, to serve as additional right-of-way for future construction of the roundabout at the intersection of Paseo Delicias and Via de la Valle; refer to Project Number 3301-72-108-06 (P72-108W⁴), on file with the Department of Planning and Development Services, for additional information. Mitigation for loss of parking for the Village Church is not proposed and is not a requirement of the current EIR analysis; this issue was addressed through the separate, previous discretionary action for P72-108W⁴ that was approved by the Planning Commission on September 19, 2008.

No changes were made to the EIR in response to this comment.

L-2 The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

L-3 The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body. The County agrees that a roundabout at the El Camino del Norte intersection would slow traffic at the approaches to the intersection. As described in Section 1.2.1.2, drivers would need to maneuver around the splitter islands and central islands at speeds of 15–27 miles per hour. There is an existing need for traffic control at this intersection. As detailed in Table 2.2.1 of the EIR, the El Camino del Norte intersection currently operates at the worst level of service (F) with average motorist delays measured at 68.6 seconds during the morning peak hour and over 100 seconds during the evening peak hour. Table 2.2.3 shows that a roundabout would improve this intersection's operation to the best level of service (A) through substantial reductions in motorists' average delays to less than 10 seconds during the morning and evening peak hours. No changes were made to the EIR in response to this comment.

L-4 The County appreciates this comment. The commenter's preference for a traffic signal at this location is noted, and this comment will be included in the record for review and consideration by the decision-making body.

Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.

FROM : Arthur Eldridge

FAX NO. : 858 759 6868

Jan. 22 2013 11:14AM P1

Comment Letter M

January 22, 2013

To Gail Jurgella,

We are opposed to the roundabouts proposed for Rancho Santa Fe. We feel from past experience that they are confusing and therefore, dangerous. With the amount of traffic coming and going from the Escondido area, we envision many accidents if the roundabouts are approved. They are difficult to negotiate and we avoid them whenever possible. Stop lights are the far better solution in every regard.

Sincerely,
Gail + Arthur Eldridge

M-1

M-2

Response to Letter M

**Gail & Arthur Eldridge
No Address Provided**

January 22, 2013

M-1 The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body. With regard to safety and design of the proposed roundabouts, please refer to the response to comment I-2. No changes were made to the EIR in response to this comment.

M-2 The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body.

Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.

Comment Letter N

17240 Avenida de Acciaia
P.O. Box 2333, R.S.F.

Dear Gail Jurgella,

N-1
My feeling about roundabouts versus traffic lights is definitely for traffic lights. My experience with a roundabout, in Encinitas near the Scripps Hospital, was panic, as to the right of way - and it wasn't anything like the traffic on Paseo Delicias. The lights could be timed and regulated, as most are, and I believe much safer, therefore, my vote goes to traffic lights.

Sincerely,
Jeanette O'Leary

Response to Letter N

**Jeanette O'Leary
PO Box 2333, Rancho Santa Fe, CA**

January 24, 2013

N-1 The County appreciates this comment. Regarding safety and design of the proposed roundabouts, please refer to response to comment I-2. No changes were made to the EIR in response to this comment.

Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.

The commenter's preference of traffic signals is noted, and this comment will be included in the record for review and consideration by the decision-making body.

Comment Letter O**PETERSON & PRICE**

A PROFESSIONAL CORPORATION

LAWYERS

EDWARD F. WHITTIER
MARSHAL A. SCARR
MATTHEW A. PETERSON
AMY M. STRIDER HARLEMAN

530 B. Street, Suite 1800
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www.petersonprice.com

PAUL A. PETERSON
Retired
SOL PRICE
1916 – 2009

February 1, 2013

File No. 7074.004

Gail Jurgella, Project Manager
Department of Public Works,
Environmental Service
5510 Overland Avenue, Suite 410
Mail Stop O-385
San Diego, CA 92123

Re: Comment to DEIR SCH No. 2007101081

Dear Gail:

We represent Daniel Bunn with regard to his Property located at the north east corner of Paseo Delicias/El Montevideo Intersection. It is a 8 lot Final Map (San Diego Tract Map # 4351 Final Map No.10723).

Please accept the following as comments to the inadequacy of the Draft EIR. Our client will separately send in comments.

- O-1
- 1) The proposed alignment is outside of the existing street Right of Way and would require acquisition of a portion of our client's property. (see attached Aerial with overlay) He is not willing to sell any of his property to accommodate a widening or re-alignment of the existing ROW for the proposed Roundabout. A cost analysis/comparison of condemnation vs. signalization must be included in the EIR. The proposed Roundabout; 1) would require a Final Map revision, 2) could preclude vehicular access to lot # 4, 3) would significantly devalue of lots 3, 4 & 7 because of traffic daily noise, squealing tires late at night as motorist speed thru it for a thrill, degraded visual character, road dust, headlight impacts, startling horses and equestrian riders & car crash noise & disturbance, flashing warning lights. The condemnation action for the right of way would reduce the net lot area of Lot No. 4 to below the minimum lot size established by the zone (which is 2.0 acres net) requiring a Variance. Once additional ROW is condemned the building setback line from Paseo Delicias and El Montevideo will cut further into lot 4 negatively impacting the buildable pad area within Lot 4. The setback line is measured from the centerline of both streets which are proposed to now encroach into Lot 4.

Gail Jurgella
February 1, 2013
Page 2 of 2

- O-2 2) The roundabouts will allow traffic to flow unimpeded through the intersection increasing road noise impacts over what they are now. It appears that no noise mitigation is proposed in the EIR. This is apparently because the noise impact increases were deemed to be "insignificant". We do not agree with this conclusion. Noise impacts have not been adequately addressed. It appears as though the preparer of the EIR is viewing our client's property as "unimproved raw land" even though there is a recorded 8 lot Final Map on the property for 8 single family homes. Any potential impacts as a result of the roundabouts to our client's property when developed with 8 homes must be addressed now in the EIR.
- O-3 3) We do not believe there has been adequate CEQA review re: neighborhood and community opposition, traffic, noise, crashes (Life & Safety), night light (automobile light impacts), other street light impacts, flashing warning light (which must also be audible for Blind persons) resulting in additional noise impacts. There does not appear to be adequate Environmental analysis re: public safety (with the significant increased crash potential based upon existing & proposed traffic counts).
- O-4 Finally, the signalization alternative has been classified as the environmentally preferred alternative. However it will necessitate extremely costly and a contested condemnation of private property. Simply put, there is no public necessity since the signalization which will not result in the above reference impacts, can be done without the need for any condemnation.

Sincerely,

PETERSON & PRICE
A Professional Corporation



Matthew A. Peterson

cc: Daniel Bunn
Jim Laret
Justin Suiter

Response to Letter O

**Peterson & Price
Representing Daniel Bunn
530 B. Street, Suite 1800, San Diego, CA 92101**

February 1, 2013

- O-1** Thank you for this comment. The proposed roundabout at the Paseo Delicias/El Montevideo intersection would require acquisition of a portion of APN 265-214-06 as depicted in Figure 1.8 of the EIR. As explained in response to comment I-3, the economic effects of a project are not significant effects under CEQA. Fiscal impact on a property owner or a cost analysis/comparison of condemnation versus signalization would be economic effects and are, therefore, not analyzed as potential environmental impacts in the EIR.

With regards to the concern that a Final Map Revision or Variance would be needed, a property owner would not be required to obtain discretionary approvals, such as Revised Final Maps or Variances as a result of property acquisition by a public agency, because the acquisition would constitute a legal subdivision of land (California Government Code, Section 66426.5). Additionally, Section 4222 of the County's Zoning Ordinance specifically states that when a portion of a legally existing lot is acquired for public use, the remainder of the lot shall be considered as having the required lot area, providing the applicable conditions are met. Since the resultant lot would contain a rectangular space at least 30 feet by 40 feet after all applicable yard setbacks are applied, a lot area greater than 6,000 square feet, and would have access to a street, the applicable conditions of Section 4222 would be met.

With regards to the concern that the proposed right-of-way acquisition precludes vehicular access to lot 4 of Map 10723 (Tract Map 4351), the project would not prevent construction of a driveway connection to an abutting public road when a future residence is constructed on lot 4. The project would not preclude the property owner from constructing a driveway connection to El Montevideo because the proposed improvements do not span the entire El Montevideo frontage of this lot.

With regards to the concerns that the project would significantly devalue the subject property because of traffic noise, degraded visual character, lighting, road dust, and equestrian and traffic safety, these topics are analyzed in detail in Sections 3.1.11 (Noise), 3.1.1 (Aesthetics and Visual Quality), 3.1.3 (Air Quality), and 2.2 (Transportation and Circulation) respectively. Each of these sections of the EIR concludes that the potential impacts of the proposed project would be less than significant. Furthermore, CEQA does not require analysis of property valuation issues; these issues will be evaluated before the County acquires any right-of-way.

- O-2** Thank you for this comment. Potential noise impacts of the proposed project are analyzed in Section 3.1.11 of the EIR and Appendices K1 and K2. As explained in the noise analysis, the project is federally funded and is therefore required to comply with the Federal Highway Administration (FHWA) noise standards. California Department of Transportation (Caltrans) is the federal lead for FHWA projects in the State of California. Since the Notice of Preparation was published in 2007, the project's noise analysis relies on the federal noise standards applicable at that time, the *2006 Caltrans Traffic Noise Analysis Protocol* (Protocol). As explained in Appendix K2, the Protocol was consulted to determine the appropriate description for the land use activity at each receptor location.

The description of land use activity at the subject property (identified as Receptor #4 in Figure 3.1.9) is correctly classified as “undeveloped lands” because development has not been planned, designed, and programmed, and it would be speculative at this time to apply a type of developed land use activity (see pages 3 and 4, and Revised Table 7 in Appendix K2). Although the property has a recorded subdivision map, additional discretionary approvals would be required for the property to be developed including Improvement Plans for any access road(s) and Grading Plans for any development proposing to move more than 200 cubic yards of earth. Therefore, the EIR correctly analyzes the project’s potential noise impacts on the subject undeveloped property as less than significant. The analysis complies with the requirements of the applicable noise standards; therefore, the analysis is complete and adequate. No changes were made to the EIR in response to this comment.

With regards to the concern about unimpeded traffic flow through the Paseo Delicias / El Montevideo intersection, Section 1.2.1.2 of the EIR explains that vehicles would slow at the roundabout yield signs, and that motorists would need to maneuver around the splitter islands and central islands at speeds of 15 to 27 miles per hour (mph). Section 1.4 of the EIR states that the posted speed limits along Paseo Delicias are 50 mph east of La Valle Plateada (El Montevideo) and 40 mph west of La Valle Plateada. This means that traffic moving through the roundabouts would travel at a slower speed than traffic along the road segments and therefore would not be unimpeded.

Regarding noise at the project intersections, it is generally understood that the primary causes of vehicle traffic noise are tire noise on pavement, braking, and acceleration. Under existing conditions with stop-controlled intersections, vehicles must undergo a greater degree of braking to come to a complete stop, followed by acceleration from zero to about 40 or 50 mph (the posted speed limit). With the introduction of roundabouts, although vehicles would need to stop occasionally (for a pedestrian or equestrian, or to accommodate merging traffic), vehicles would typically travel through the intersection at the design speed (15–27 mph). Therefore, with a roundabout, vehicles would slow at the intersection rather than coming to a complete stop, thereby reducing the amount of braking noise as compared with stop signs. In addition, with roundabouts, vehicles would need to accelerate less aggressively to return to the posted speed limit. Finally, with regard to tire noise on pavement, it is generally understood that vehicles moving at low speeds (i.e., 15–25 mph), such as through the proposed roundabout intersections, make much less noise than vehicles traveling at high speeds, and that this roadway noise tends to be contained within the limits of the roadway, similar to a residential street. Based on these general understandings, it is expected that roundabout intersections would result in reduced traffic noise as compared to stop-sign controlled intersections.

O-3 Thank you for this comment. The EIR contains thorough analyses of the mentioned subject areas.

Traffic and Noise are addressed in Sections 2.2 and 3.1.11 of the EIR, respectively.

Regarding safety and design of the proposed roundabouts, please refer to response to comment I-2.

Regarding intersection lighting, as stated in Section 1.2.1.4 of the EIR, the project’s lighting would be the minimum amount that would ensure safety, minimize visual intrusion, and provide naturally appearing light. As further explained in the Aesthetics analysis, Section 3.1.1.2, all project lighting would be appropriately shielded and/or directed to avoid light spillage onto adjacent properties. For more details on project lighting, please see Appendices E2 and E3.

With regards to light generated by vehicular traffic and the flashing warning lights, Section 3.1.1.2 of the EIR explains that existing vegetation and proposed landscaping (trees and dense shrub masses) would limit light spillage onto adjacent residential properties, and only minimal levels of light would be visible from or on adjacent properties; please refer to Figures 3.1.1, 3.1.3, and 3.1.5 and Appendix E1 for details on the project's conceptual landscaping.

Regarding whether the proposed project would increase the crash potential based upon existing and proposed traffic counts, the proposed project is an intersection improvement project that would not generate traffic; therefore, "proposed [project] traffic counts" are not relevant. However, the project has been designed to accommodate both existing and future projected traffic volumes; future volumes were modeled based on future regional growth as projected by the San Diego Association of Governments. For additional information on design of the roundabouts refer to Section 1.2.1.2, and for additional information on their ability to accommodate current and future projected traffic volumes refer to Section 2.2.2.

Please refer to Section 1.2.1.1 of the EIR regarding the County's efforts to gain community input and incorporate this input into the EIR.

No changes were made to the EIR in response to this comment.

- O-4** The County appreciates this comment. As explained in Section 4.5 of the EIR, the Signalized Intersections Alternative is the Environmentally Superior Alternative because the Signalized Intersections Alternative would improve traffic operations at the three project intersections and, compared to the proposed project, would have reduced impacts on biological resources and traffic during construction.

No right-of-way acquisition analysis has been conducted for the Signalized Intersections Alternative. It is assumed that the additional right-of-way that would be needed to construct the Signalized Intersections Alternative would be less than the additional right-of-way that would be needed to construct the proposed project.

Please refer to responses to comments I-3 and O-1 regarding economic effects of a project as it relates to significant effects under CEQA.

This comment will be included in the record for review and consideration by the decision-making body.

Comment Letter P

Mon, Feb. 4, 2013

JERE G. OREN
POST OFFICE BOX 6
RANCHO SANTA FE, CALIFORNIA 92067

RE: Rancho Santa Fe
Roundabout Project

Ladies + Gentlemen,

I have never written to you in the past 34 years that I lived in San Diego Rancho Santa Fe. We are Presbyterians active in the Village Church, which is our community church.

We are very concerned about this Roundabout of Roundabouts Project which will take some of our land of our 23 valuable parking spaces. I have been the one who led the church in remodeling the pre-nursery school building & building a storage barn on church property.

The growth of organizations such as the YMCA, the church or temple as to have young families with children become active. They are the future leaders of our church. Today more the remodel & upgrading of the building (adding another classroom) the church is booming. Parents, teachers & children are all happy w/ that expression of enthusiasm.

Please, don't take away our land, our valuable parking spaces for something which is wrong for us. I can only hope & pray you will find another approach to this question.

Thank you for reading this letter & I am certain that after our R.S.F. Association meeting on Thursday, Feb. 7th the Board of Directors of the R.S.F. Association will withdraw its support for this project.

a concerned citizen,

Jere Oren

JERE G. OREN - 6185 Paseo Delicias,
RSF, 92067

P-1

Response to Letter P

**Jere G. Oren
6185 Paseo Delicias, Rancho Santa Fe, CA 92067**

February 4, 2013

- P-1** The County acknowledges and appreciates this comment; it will be included in the record for review and consideration by the decision-making body. Regarding the potential loss of parking spaces at the Village Church, please refer to the response to comment K-7.

Comment Letter Q

Richard E. Carlson
P.O. Box 2275
Rancho Santa Fe, CA 92067
858/756-9852

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FEB 11 2013
County of San Diego
ENVIRONMENTAL SERVICES

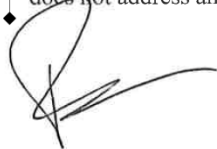
February 7, 2013

County of San Diego Dept of Public Works
Environmental Services Unit
Sean McClain
5469 Kearny Villa Road
Suite 305
San Diego, CA 92123

Dear Mr. McClain

- Q-1 The Rancho Santa Fe EIR for roundabouts has significant deficits in analysis and should not be approved until corrected. I have used the Paseo/Via de la Valle/Las Colinas intersection for the past 25 years and am not affected by any condemnation issues.
- Q-2 The EIR does not adequately address the impact on bicycle traffic. Six months ago there was a fatality 50 feet from the proposed roundabout at Via de la Valle. Roundabouts will increase the speed of traffic at that intersection and its approaches by your own analysis. There can be as many as 100 cyclists on Las Colinas and del Dios at any time on a weekend. You have made no effort at bicycle traffic counts. This roundabout creates a dangerous condition. The plan also
- Q-3 creates a dangerous "raceway" for turning right onto Del Dios from Via de la Valle. The differential speeds in the circle is contrary to Caltrans and Federal guidelines on roundabouts and creates a further potential crash scenario.
- Q-4 At the meeting held at Rancho Santa Fe on Feb. 7, 2013, two citizens voiced concern over the dangerous conditions caused by proposed design of crosswalks in the roundabouts. They noted inadequate signal lights and high entry and exit speeds over the current stop signs. They said they "feared for the life of their children both in strollers and on foot" As you know, a child in a stroller was severely injured and the child's nanny was killed in Carmel Valley last week in a crosswalk. These roundabouts will have poor signaling and create a feeling of misplaced confidence in the crosswalks.
- Q-5 There seems to be no reference to Roundabout Geometric Design Guidance Project #65A0229. That Caltrans report suggests that headspace analysis be done to analyze the possibility of vehicular accidents. In addition, it notes swept path analysis and deflection recommendations. Your engineers have arbitrarily made the truck path 16' wide thus making the roundabout 114' wide, when it could be reduced to 5' wide thus making the roundabout 90' wide. The EIR 114' size is a direct result of engineering analysis or lack thereof and is a principal bullet point in the EIR. Thus the engineering analysis must be considered as part of the EIR as you have incorporate sizes. The Caltrans report also suggests that drivers commonly run over the truck path to
- Q-6 accomplish a straight vehicular line in spite of its being raised slightly. The EIR has also not

- Q-6 cont. ▲ considered the National Historic Designation of Rancho Santa Fe in design and the impact on the community of this sea of asphalt..
- ◆ There are design flaws which impact the roundabouts:
- Q-7 1) As stated in the report "transition lanes to facilitate right turns into and out of Las Colinas and a left turn pocket into Las Colinas would also be constructed." The plans show no such transition lanes into and out of Las Colinas and does not specify the length of the left turn pocket which appears to cause a dangerous traffic problem with long vehicles. Resulting backups can plow back into the circle and freeze traffic. Such a freeze will cause a backup on Northbound Via de la Valle and resulting total gridlock and possible rear end collisions.
- Q-8 2)The "keep clear" road marking on Via de la Valle is being eliminated thus making it impossible for left turn traffic onto Las Colinas and it creates backup into the traffic circle at rush hours and potential gridlock.
- Q-9 3)The Via de la Valle roundabout is not visible from Southbound traffic as such traffic is climbing a hill. This creates a hidden danger and potential side impact cash zone for roundabout autos and could result in fatalities.
- Q-10 Your traffic studies are 6 years old and more recent studies by independent organizations show traffic down by 25% over initial studies. The EIR must incorporate recent traffic data as it cites such data in the EIR as reason for approval. This is misleading to readers and could be construed as "hiding information".
- Q-11 You have used the EIR as a "sales job" for roundabouts when traffic signals are safer, cheaper,
- Q-12 and more effective. Your analysis of signaling is incomplete, lacking in detail, and poorly written and produces possible dangerous conditions. The EIR must consider alternatives to roundabouts
- Q-13 in more detail. By you own analysis roundabouts only save nine seconds per vehicle at Via de la Valle over the current configuration. Are you so goal oriented that basic common sense has been
- Q-14 put aside? Where is your design cutoff vs. cost--at 7 seconds? Over 50 people commented at the Rancho Santa Fe Association Feb. 7 meeting with 46 in favor of signaling over roundabouts.
- Q-15 The EIR contains 21 letters against roundabouts and none in favor. You have not addressed adequately the signaling alternative and their concerns.
- Q-16 The Rancho Santa Fe Association, which represents the affected community and its 3300 members in a letter dated December 8, 2008, asked for several design issue comments. The EIR does not address any of their issues except for the bus stop.



Cc: Rancho Santa Fe Association, Rancho Santa Fe Review,

Response to Letter Q

Richard E Carlson
PO Box 2275, Rancho Santa Fe, CA 92067

February 7, 2013

Q-1 Thank you for this comment; it will be included in the record for review and consideration by the decision-making body.

Q-2 Thank you for this comment. Public safety is of paramount importance to the County; for this reason, project objective #3 (see Section 1.1 of the EIR) is: *Provide safe intersections for vehicular traffic, bicycle traffic, pedestrians and equestrians*. As stated in this comment and Section 2.2.1.4 of the EIR, no pedestrian or bicycle counts have been conducted. However, the EIR addresses bicyclist safety in Section 2.2.2.3.

As stated in Section 2.2.2.3 of the EIR, The County's traffic guidelines contain specific guidance for the determination of a project's potential to result in hazards to pedestrians or bicyclists. The guidelines for pedestrian or bicyclist hazards consider design or physical features that affect visibility of pedestrians or bicyclists, the magnitude of increased use of a roadway due to a proposed project, the lack of conformance to County road standards, and whether a project would substantially increase pedestrian or bicycle activity. The roundabouts have been specifically designed to safely accommodate pedestrians, bicyclists, equestrians, and motorists. As with other intersections, bicyclists would have the option of crossing at the crosswalks or maneuvering through the roundabouts with vehicle traffic. The project would include appropriate signage, pavement markings, lighting, curb-mounted reflectors, and landscaped splitter and central islands that would maximize motorist awareness of the roundabout intersections. Therefore, as concluded in the EIR, the project design would not create or increase a hazard to bicyclists due to an existing design feature.

Q-3 The County appreciates this comment. The Federal Highway Administration (FHWA) Guidelines for the design of rural roundabouts and the 2010 FHWA Technical Summary for Roundabouts (FHWA Publication No. FHWA-SA-10-006) explain that the geometry (i.e., curb radii) of a roundabout's curves limit the speed that vehicles can travel through it, and that the differential between entering and circulating vehicles in a roundabout should be low (12 miles per hour [mph] or less). The curb radii for the Paseo Delicias / Via de la Via / La Fremontia roundabout are noted on Sheets G1 through G3 of the design plans (Appendix M of Appendix D to the EIR). Based on the curb radii for this roundabout, the theoretical fastest speed a driver could achieve without regard to striping for the movement noted in the comment (northbound on Via de la Valle, turning right to eastbound on Paseo Delicias) is 27 mph. The theoretical fastest speeds for the two conflicting movements, from westbound Paseo Delicias u-turn to eastbound Paseo Delicias and from eastbound Paseo Delicias through to continue eastbound on Paseo Delicias, are 16 mph and 18 mph, respectively. The resulting speed differential is 11 mph or less, which is consistent with the FHWA guidelines. As explained in the 2010 FHWA Technical Summary for Roundabouts, actual vehicle speeds through the roundabout would be less than these theoretical fastest speeds, as drivers would need to decelerate to negotiate the curves into the roundabout and yield to other drivers. No changes were made to the EIR in response to this comment.

Q-4 Thank you for this comment. As detailed in Section 1.2.1.2 of the EIR, the proposed roundabouts have been designed to prioritize safety for pedestrians, bicyclists, equestrians, and motorists. To address the commenter's concerns regarding pedestrian safety in particular, Section 1.2.1.2 describes the proposed signs that would be placed 500 feet and 300 feet in advance of the roundabouts' approaches to alert drivers of the intersection feature ahead. The intersection configuration as designed would provide the required vehicle sight distance to the pedestrian/equestrian crossings for vehicles navigating the roundabouts. Additionally, push-button-activated in-pavement flashing lights, crosswalk markings, and above-ground flashing beacons would alert motorists of the presence of pedestrians in the crossings. Additional signage details are provided on the design plans (Appendix M of Appendix D to the EIR). The project design includes splitter islands that would narrow the travel lanes to slow traffic as it approaches the intersection where vehicles maneuver the roundabouts at speeds of 15 to 27 mph. The vegetated central island would further alert motorists of the intersection. After dark, pedestrian-scale lighting fixtures would further provide intersection visibility by illumination of the curb faces on the splitter islands and pedestrian crossing areas. No changes were made to the EIR in response to this comment.

Q-5 Thank you for this comment. The Roundabout Geometric Design Guidance Project #65A0229 mentioned in this comment is a research document prepared for Caltrans in 2007. The purpose of the document is to serve as a guidance tool in support of Caltrans' policy and standards within the Highway Design Manual and other statewide documents. As stated on page v, the document does not constitute a standard, specification, or regulation. Since this document was prepared to inform the creation of standards, and does not itself constitute a standard, it was not referenced during design of the proposed project.

Please refer to response to comment E-2 regarding the basis for determination of the roundabouts' diameters.

With regards to the statement that the engineering analysis must be considered as part of the EIR, it is not clear what documentation the commenter is referring to. In an attempt to address this issue, please refer to the project's design plans provided as Appendix M of the Traffic Impact Analysis (Appendix D of the EIR)

No changes were made to the EIR in response to this comment.

Q-6 Thank you for this comment. Cultural Resources are analyzed in Chapter 3.1.4 of the EIR, and in Appendices G1, G2, and H. Regarding the proposed project's potential impact on historic resources, including the Historic Planned Community of Rancho Santa Fe (CHL No. 982), please see response to comment C-3. No changes were made to the EIR in response to this comment.

Q-7 The County appreciates this comment. The project description in the Traffic Impact Analysis (Appendix D) states that the roundabout at the Paseo Delicias / Via de la Valle / La Fremontia intersection would include transition lanes to facilitate right turns into and out of Las Colinas. With regard to the comment that the proposed transition lanes at this intersection are not identified on the figure, a figure that identifies these transition lanes has been added to the EIR as Figure 1 in Supplemental Appendix M-3 (Traffic Analysis – Via de la Valle/Las Colinas Intersection Improvements).

With regards to the comment that the length of the turn lane is not shown on the design plans, currently, the left-turn pocket from Via de la Valle into Las Colinas is shown on sheet SN2 of the project's design plans (Appendix M, of Appendix D to the EIR).

Although the length of the pocket is not specifically labeled, the plans are drawn to scale, and the turn pocket length is approximately 40 feet. Supplemental Appendix M-3 (Traffic Analysis – Via de la Valle/Las Colinas Intersection Improvements) contains the results of the manual peak hour counts taken on May 1, 2013, for the Via de la Valle/Las Colinas intersection. These counts show that during the AM peak hour, 8 cars turned left into Las Colinas from Via de la Valle, and, during the PM peak hour, 6 cars made this maneuver. Since the peak hour volumes are less than 10 vehicles turning left into Las Colinas from Via de la Valle, the turn pocket length of 40 feet is more than adequate.

Regarding the potential for south-bound traffic in Via de la Valle to back-up into the Paseo Delicias, the current location of the Via de la Valle / Las Colinas intersection is approximately 120 feet from the Paseo Delicias / Via de la Valle intersection (center to center), and the existing configuration does not include a designated turn pocket for left turns into Las Colinas from Via de la Valle. The addition of the turn pocket for left turns into Las Colinas and the realignment of Las Colinas to cause it to intersect with Via de la Valle farther from the Paseo Delicias / Via de la Valle intersection (approximately 200 feet center to center) would improve the geometry of this intersection and would reduce the potential for queuing of left-turning vehicles from Via de la Valle into Las Colinas, over the existing condition.

The following underlined text below has been added to the EIR Errata to provide clarification on how the proposed alterations to these roadways would improve the Las Colinas / Via de la Valle intersection operations.

Section 1.2.1.3 page 1-4:

Via de la Valle/La Fremontia Intersection (second paragraph)

South of the proposed roundabout, the intersection of Las Colinas with Via de la Valle would be realigned to the south to intersect Via de la Valle at a right angle. This realignment would improve the intersectional separation between the Via de la Valle/Las Colinas and Paseo Delicias/Via de la Valle intersections, allow continuous traffic flow through the three street segments in the roundabout, and would provide full access to Las Colinas from Via de la Valle. A left-turn pocket into Las Colinas from Via de la Valle would also be constructed to facilitate smoother flow for through traffic passing this intersection. Two private driveways on Las Colinas would be lengthened to connect with the realigned roadway.

- Q-8** The County appreciates this comment. The existing Keep Clear pavement markings on Via de la Valle at the Las Colinas entry to Via de la Valle were inadvertently omitted from the project design plans and the EIR. Please see Figure 1 of Supplemental Appendix M-3 (Traffic Analysis – Via de la Valle/Las Colinas Intersection Improvements), which identifies the “keep clear” zone.
- Q-9** The County appreciates this comment. Regarding visibility of the intersection and consideration of vertical curvature of the road in the vicinity of the Paseo Delicias / Via de la Valle intersection, as described in Sections 1.2.1.2 and 1.2.1.4 of the EIR and as analyzed in Section 2.2.2.3, the project has been designed to meet all roadway geometry design standards with respect to horizontal and vertical curvature, as well as to provide adequate safe sight distance. Additionally, signs that alert motorists to the intersection feature ahead would be placed 500 feet and 300 feet from the roundabout entrances, yield signs would be placed at each roundabout entry, and pavement markings, curb-mounted reflectors, landscaping, and lighting would be included to

improve motorist awareness of the intersection. These design features have been developed based on the FHWA Guidelines and County Road Standards to ensure that the proposed roundabouts would operate satisfactorily and would maximize motorists' ability to perceive the general layout and operation of the intersection in time to make appropriate maneuvers. No changes were made to the EIR in response to this comment.

- Q-10** Thank you for this comment. The commenter states that the traffic studies are 6 years old; this statement is not correct. Rather, the project's Traffic Impact Analysis is dated July 26, 2012, and, as stated in Section 2.2.1.2 of the EIR, peak hour manual turning movement counts were conducted in March 2011, and weekday peak hour turning movement and bi-directional traffic counts were conducted in March 2010. As such, the project's traffic analysis is up to date. No changes were made to the EIR in response to this comment.

It is the intent of the County that this EIR disclose accurate information to the public about the proposed project and its potential environmental impacts, as required by the California Environmental Quality Act, Statute and State Guidelines.

- Q-11** Thank you for this comment. The County's intended purpose for this EIR is to disclose accurate information to the public about the proposed project. Section S.1 states that the County proposes an intersection improvement project to ease traffic congestion at the project intersections, and that traffic roundabouts have been identified as a potential solution to the congestion issue. Additionally, Section S.4 of the EIR explains that the Board of Supervisors may elect to choose one of the alternatives, such as the Signalized Intersections Alternative, over the proposed project.

The commenter's preference of the Signalized Intersections Alternative over the proposed project is noted, and this comment will be included in the record for review and consideration by the decision-making body.

- Q-12** Thank you for this comment. The EIR analysis of the Signalized Intersection Alternative in Chapter 4.0 of the EIR was prepared in accordance with the County of San Diego EIR Format and General Content Requirements. The format requirements state that the alternatives discussion is to be detailed enough to allow meaningful evaluation, analysis, and comparison with the proposed project. The Signalized Intersections Alternative was analyzed at a sufficient level of detail in the EIR to make the determination that it is the environmentally preferred alternative, thereby complying with the requirements of CEQA. No changes were made to the EIR in response to this comment.

- Q-13** Thank you for this comment. Table 2.2.3 of the EIR provides the calculated average delays that motorists would experience at each of the project intersections, under the existing conditions and with roundabouts. As noted in this comment, the reduction of the average delays with roundabouts at the Paseo Delicias/Via de la Valle intersection are calculated to be 9.1 and 8.8 seconds for AM and PM peak hours, respectively. The average delay is a calculated value that represents the mean of the delay times experienced by all motorists on all legs of the intersection during peak hours; it is not the actual delay that each motorist should expect to experience. The average delay is used to determine the level of service for an intersection. The actual measured delay times for this intersection are provided in Appendix D (Traffic Impact Analysis, Appendix C) and range from 29.8 seconds to 8.7 seconds.

Section 1.2.1.1 explains that the project intersections have operated at substandard levels of service for many years, and Section 1.4 explains that the Paseo Delicias corridor operates at level of service E/F. As explained in Appendix D, either the

proposed project or traffic signals would improve the Levels of Service at each of the project intersections, and would result in reduced queue lengths for critical movements at the Via de la Valle and El Montevideo intersections, reduce traffic on local residential streets, and reduce the overall motorist travel time along the corridor. However, as discussed in Section 4.4.3, the proposed project would meet all of the six project objectives identified in Section 1.1. For this reason, roundabouts have been chosen as the proposed project.

- Q-14** The County appreciates these comments. Furthermore, the County respects and appreciates the input of the community, including the verbal comments from the February 7, 2013, Rancho Santa Fe Association meeting. Section 1.2.1.1 of the EIR provides a project history that notes that the proposal was originally conceived through close coordination with the community, and that the County has sought input from the community on several occasions since the project was originally conceived.

Appendix A of the EIR contains the 2007 Notice of Preparation and the 13 letters received in response to the notice, and Appendix B contains the 33 public comment letters received during the 2008 public review of the EIR. Many of the comments received note opposition to the proposed project.

- Q-15** Please refer to response to comment Q-12 regarding the adequacy of the Signalized Intersections Alternative analysis, and Section 1.2.1.1 regarding the revisions that have been made to this EIR to address public comments received in 2008.
- Q-16** Please refer to Section 1.2.1.1 regarding the revisions that have been made to this EIR to address public comments received in 2008. Please also refer to comment E-1 where the Rancho Santa Fe Association notes that they are pleased to see that most of their previous comments have been incorporated into the project design and in the update to the DEIR.

8 February, 2013

County of San Diego
 Department of Public Works
 Environmental Services Unit
 Contact: Gail Jurgella, Environmental Planning Manager
 5510 Overland Avenue, Suite 410
 Mail Stop O-385
 San Diego, CA 92123
 858.694-3925

RE: LETTER OF COMMENT DRAFT ENVIRONMENTAL IMPACT REPORT
 RANCHO SANTA FE ROUNDABOUTS PROJECT SCH# 2007101081

Ms. Jurgella,

R-1 ◆ The proposed roundabout project is not appropriate for the locations indicated and poses a conflict to the community of Rancho Santa Fe which has not been addressed. I submit with this letter, objections to the proposal with the following considerations.

◆ I have resided at the intersection of El Montevideo and Paseo Delicias for more than 30 years and have witnessed firsthand the growth of traffic and the abuses perpetrated by commuters through the community during that time.

EASTBOUND TRAFFIC

R-2 Each day, hundreds of vehicles are circumventing the traffic delays at Via De La Valle and Paseo Delicias, as well as the El Montevideo intersection, by passing through the village on Via de Santa Fe, turning on Ave de Acacias, and then to Mimulus, finally leading back to El Montevideo to catch a left turn back on to Paseo Delicias eastbound. That has occurred ever since the stop sign was initially installed at that intersection in the 1980s. As the traffic counts have grown over the years, other routes abused include La Valle Plateada and even to some extent, Las Colinas for eastbound commuters. It is a safety issue for many residents as well as the wear and tear on the community access roads which generates greater maintenance requirements. The traffic is not exclusive to the Rancho Santa Fe Community either. Del Dios Highway and Via Rancho Parkway eastbound traffic frequently extends west from that intersection up to and beyond Rancho Road in the Del Dios area.

WESTBOUND TRAFFIC

◆ Each morning, the traffic backs up through the proposed intersections while many divert and try to circumvent this route by taking El Camino Del Norte, Lago Lindo, and Ave De Acacias up into the Village. The irony is that when the County installed stop signs at El Camino del Norte and Paseo Delicias, the traffic became so bad that it was determined necessary to remove the stop signs. As previously stated this creates safety issues for

R-2
cont. many residents as well as excessive wear and tear on the community access roads. This is not limited to personal vehicles. Commercial trucks, Cement trucks, etc. have been observed on many occasions using the alternative “shortcuts.” The current traffic control measures are ineffective to sufficiently manage the traffic on the proposed project areas.

R-3 It is clear that an alternative must be implemented. However, I firmly disagree with the “roundabouts” proposal because it is basically opening a floodgate of constant travel on these roads creating a significant division of the community to the North and South of the Via De La Valle, Paseo Delicias, and Del Dios highway route for eastbound and westbound traffic. Installing a roundabout traffic system will make it virtually impossible to cross this route safely or conveniently for the residents of the community, those most greatly impacted long term by the proposed project. The equestrian community, pedestrians, elderly driving residents, and many others will never have a clear opportunity to safely merge or cross these intersections with roundabouts in place, particularly during peak traffic hours. Considering the propensity of drivers currently exploring alternative routes through the community indicates a clear rushed attitude inclined to driving beyond the speed limit and leaves a clear indication that the transient population utilizing this thoroughfare is completely insensitive to the safety of our community.

R-5 Additionally, the properties adjacent to these proposed “roundabouts” will be impacted in numerous ways. Mainly, the property owners will be subject to losing some of their property for the project. Secondly, a constant flow will generate an undying noise level at all hours due to the popularity of a constant flow of traffic to the non-resident commuter traffic. Furthermore, at night when vehicles are required to circle the radius of a roundabout, the headlights will be directed away from the roads and directed toward each and every property adjacent to the roadway on the side of the direction of travel. The greatest impact to the community and the property owners is a plan that has no opportunity to change in the future, which may be desirable in the event that the calculations and considerations of the Draft EIR are inaccurate.

R-9 In the Draft EIR, alternatives are outlined for consideration. Signalized intersections being the next best alternative to roundabouts from a strictly LOS perspective. There are other benefits to this alternative which I support. Firstly, signals are a proven method of traffic control for safety. Signals provide designated intervals for safe crossing and merging to traffic routes. The equestrian community, pedestrians, elderly driving residents, and others all clearly understand the function of signals and will be provided a consistent opportunity to negotiate these highly traveled intersections. Secondly, signals are programmable to accommodate peak periods. Roundabouts are not thus presenting potentially unforeseen variables to the traffic issues for this corridor. Third, the cost, time and effort required to install signals is significantly less than the proposed roundabout project. As far as aesthetics are concerned, which is very important to the Rancho Santa Fe Community, signals could be designed to compliment the rustic setting with an historic design for the lighting, posts, etc. at a relative low cost to the County and RSF Community. Lastly and perhaps most significant, is that traffic needs to be consistent beyond the scope of this 1.4 mile stretch through this region in order to optimize the

- R-9 cont. ♦ image and convenience to our commuter transient traffic. Take into consideration that other signals currently exist at both ends of the route. To the West, Via De La Valle and Calzada Del Bosque, Via De La Valle and Concha de Golf, Via De La Valle and El Camino Real are all intersections within RSF with signals. To the East, Bing Crosby Blvd and Del Dios Hwy, El Cielo and Del Dios Hwy, Rancho Rd and Del Dios Hwy, and Via Rancho Parkway and Del Dios Hwy are all signalized intersections along this corridor, not within the RSF Covenant Community boundaries, but still very important to the traffic flow in the area. The concept of roundabouts at the proposed locations will most likely generate a bottleneck at these other areas, thus resulting in a mere transfer of the problem to other areas which have not been considered in the Draft EIR.
- R-10 ♦ My proposal is to submit a plan for traffic signals to be installed for a period of time no less than 3 years to immediately improve the traffic LOS at a relatively low cost. The economics of that is, in my opinion, reason enough. It will give the community an opportunity to adjust for the problem of excess traffic, redirect the “shortcut” users, and provide a safe method of traffic control with very little effort or construction requirements.

- R-11 ♦ Finally, there are many members of the RSF Community and the County who have a very clear understanding of the genesis of this traffic problem. It is unfortunate that a more proactive approach was not pursued more aggressively before this problem developed. This is the only road available to the thousands of commuters presently and in the future. If nothing else, I strongly urge you to consider taking a step toward correcting the traffic issues of this corridor by installing signals. The worst case scenario is that they prove ineffective over time and can be modified in the future. The roundabouts will not afford the community any other options if they were to prove faulty despite projections and analysis, and that is never a practical position

♦ I strongly urge the County of San Diego to reconsider the roundabouts project in light of this information in favor of installing signalized traffic control at these intersections.

Thank you for your consideration

Sincerely, 

Daniel R. Bunn

Daniel R. Bunn
6710 El Montevideo
P. O. Box 1566
Rancho Santa Fe, CA 92067
Home 858-756-5576
Office 858-756-5225
Cell 619-540-2346

Cc Matthew A Peterson Esq.

Response to Letter R

Daniel R. Bunn
6710 El Montevideo, Rancho Santa Fe, CA 92067

February 8, 2013

- R-1** The County appreciates your comment; it will be included in the record for review and consideration by the decision-making body.
- R-2** The County appreciates your comment and understands that the existing traffic congestion along Paseo Delicias / Del Dios Highway and cut-through traffic on residential roads are issues in the project area. As stated in Section 2.2.2.1 of the EIR, the proposed roundabouts compared to the existing stop sign configurations would improve traffic operations at the three project intersections. Additionally, it is anticipated that the project would result in a shift in traffic from local roads to Paseo Delicias due to improved operations along Paseo Delicias, as explained in Section 2.2.2. Furthermore, as stated in Section 2.2.2.2 of the EIR, the Traffic Impact Analysis shows that improving intersection operations through installation of the roundabouts would improve traffic circulation along the project segment of Paseo Delicias / Del Dios Highway and in the project vicinity. No changes were made to the EIR in response to this comment.
- R-3** Thank you for your comment. Section 3.1.9.2 of the EIR addresses whether the project would physically divide an established community; this section states that because the project would be limited to construction and operation of roundabouts at three existing intersections and would not alter the existing alignment or width of Paseo Delicias, the project would not have an impact related to physically dividing the established community of Rancho Santa Fe. Additionally, as stated in Section 2.2.2.2, the project is an intersection improvement project that would not generate any vehicle trips and, as stated in Section 1.2.1.2, no changes to the posted speed limits are proposed. No changes were made to the EIR in response to this comment.
- R-4** Thank you for your comment. Please refer to the response to comment I-2 regarding the specific design features that have been incorporated into the project to ensure the safety of equestrians, pedestrians, and motorists, and the response to comment J-2 regarding the condition that would be experienced by residents when entering traffic from driveways and residential roadways in the vicinity of the project site.
- R-5** Thank you for your comment. As depicted on Figures 1.7, 1.8, and 1.9 of the EIR, acquisition of right-of-way would be required for implementation of the proposed project. Just compensation based on fair market value would be provided to the owners of acquired land. No changes were made to the EIR in response to this comment.
- R-6** Thank you for your comment. The potential for the project to result in noise impacts is analyzed in Chapter 3.1.11 of the EIR. The 2030 noise analysis used the forecasted 2030 traffic volumes from the San Diego Association of Governments (SANDAG) traffic model runs, which take into account the anticipated shift in traffic from local roads to Paseo Delicias due to improved operations (Section 2.2.2.1). As explained in Section 3.1.11.2, the noise analysis complies with both federal and County standards for analyzing potential noise impacts. Table 3.1.18 compares Year 2030 predicted noise levels with and without the proposed project. As shown in the table, the project would result in a maximum increase of 2 dBA over the predicted Year 2030 noise levels, and

the maximum noise level would occur at two residences (site numbers 5 and 16) at 65 dBA. Because no noise levels would equal or exceed 66 dBA Leq at any sensitive receptors, and because project operation would not result in an increase of 12 dBA at any sensitive receptors relative to the existing or future predicted noise levels, the project's traffic noise impact was determined to be less than significant. No changes were made to the EIR in response to this comment.

- R-7** Thank you for your comment. Please refer to response to comment O-3 regarding potential effects of light generated by vehicular traffic. No changes were made to the EIR in response to this comment.
- R-8** The County appreciates your comment, and it will be included in the record for review and consideration by the decision-making body.
- R-9** The County appreciates your comments in support of the Signalized Intersections Project Alternative. These comments will be included in the record for review and consideration by the decision-making body.

The comment states that there are traffic signals within Rancho Santa Fe, located at three Via de la Valle intersections: Calzada del Bosque, Concha de Golf, and El Camino Real. Several figures that depict the boundary of the Historic Planned Community of Rancho Santa Fe (California Historic Landmark No. 982) are included in Appendix G1, Historic Resources Evaluation Report (Appendix C, DPR Forms). Review of these figures has revealed that two of the three named intersections (Via de la Valle / Calzada del Bosque and Via de la Valle / Concha de Golf) are on the periphery of the historic landmark's boundary, and the third intersection (Via de la Valle and El Camino Real) is approximately 240 feet south of the southern boundary of CHL 982. While there are three intersections with traffic signal controls in the area that is generally referred to as Rancho Santa Fe, as stated in Section 4.4.3 of the EIR, there are currently no traffic signals within CHL 982.

Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.

- R-10** Thank you for your comment. As explained in Section 2.2.2.1 of the EIR, the proposed roundabouts would improve operations at the three project intersections compared to the operations with the existing stop sign controls. As further explained in Section 2.2.2.2, the project is an intersection improvement project that would not generate any vehicle trips and would improve traffic circulation along the project segment of Paseo Delicias/Del Dios Highway and in the project vicinity. For these reasons, the project would not result in a bottleneck or other traffic congestion issues. With regard to the assertion that the project would transfer the problem to other areas not considered in the EIR, as explained in Section 3.1.1 of the Traffic Impact Analysis (Appendix D), intersections that are spaced more than ½ mile apart should be analyzed as isolated intersections; this is based on the *2000 Highway Capacity Manual* (HCM; Transportation Research Board, National Research Council) methodology. Therefore, the intersections listed in comment R-9 that are located more than ½ mile from the project intersections were not included in the study area. Also, please see response to comment G-2 for an explanation of why the study area is appropriate.

R-11 The County appreciates your comments in support of the Signalized Intersections Project Alternative. Your comments will be included in the record for review and consideration by the decision-making body.

Comment Letter S

February 13 2013

Mr. Gail Jurgella
Environmental Planning Manager
County Of San Diego
Department Of Public Works
Environmental Services Unit
5510 Overland Avenue,
Suite 410, Mail Stop O-385
San Diego, CA 92123

RE: LETTER OF COMMENT DRAFT ENVIRONMENTAL IMPACT REPORT
RANCHO SANTA FE ROUNDABOUTS PROJECT SCH# 2007101081

Ms. Jurgella,

S-1 ♦ The proposed roundabout project is not appropriate for the locations indicated and poses a conflict and dangers to the community of Rancho Santa Fe which has not been addressed.

S-2 ♦ My proposal is to submit a plan for traffic signals instead of roundabouts. Traffic signal work, and we believe that roundabouts will cause those living on streets that feed into Paseo Delicias / Del Dios Highway with significant access problems and may cause more problems than they solve. Traffic signals are also less expensive and less disruptive to the community.

♦ I strongly urge the County of San Diego to reconsider the roundabouts project in favor of installing signalized traffic control at these intersections.

Thank you for your consideration

Sincerely,



Alex Kaiser
P. O. Box 1566
Rancho Santa Fe, CA 92067

Response to Letter S

**Alex Kaiser
PO Box 1566, Rancho Santa Fe, CA 92067**

February 13, 2013

S-1 Thank you for this comment. Please refer to response to comment I-2 regarding safety and design of the proposed roundabouts. No changes were made to the EIR in response to this comment.

S-2 The County appreciates these comments in favor of the Signalized Intersections Alternative. Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.

Regarding the potential for access problems to Paseo Delicias due to the proposed roundabouts, please see response to comment J-2. These comments will be included in the record for review and consideration by the decision-making body.

Comment Letter T

Jurgella, Gail

From: Patricia Simmons [MsDelMar@hughes.net]
Sent: Thursday, February 14, 2013 4:16 AM
To: Jurgella, Gail
Subject: FW: Objection to the round about plan for RSF
Attachments: image.jpeg; image.jpeg; image.jpeg; image.jpeg; image.jpeg; image.jpeg; County of San Diego California Rancho Santa Fe.doc

Dear Gail,

- T-1 First of all thank you for the time you have given me in answering my numerous emails regarding these roundabouts. Obviously since the start I had my concerns.
- T-2 I received and printed out the 300 page Environmental Impact Report. Most if it I feel is inaccurate, deceiving and misleading.
- T-3 As you know, I will be impacted personally (land use wise) more than any other resident. Based on the scale drawing of my intersection (delicias and la Valle Plateada) my corner will be cut in to my property 60-70 feet. This will involve taking down approximately 150' of 200 year old trees. I would loose a privacy screen as well as would now get fumes from all the vehicles going through this intersection. And the head lights circling around will be directed into the bedroom windows. The environmental impact report states NO SIGNIFICANT IMPACT. This is wrong.
- T-4 To allow the traffic to flow even when a bus is stopping. More of my land will be taken to accommodate a place for the bus to pull off the road. Taking out more trees and taking away part of my lemon grove. (this is an income producing grove)
- The pictures and drawing of this beautiful round about would catch anyone's vote. However it includes all of the trees you will be taking out. My home would be in full view of everyone going through the intersection. This is wrong and misleading. I will be exposed to all the toxic pollutants of the vehicles using this "short cut".
- T-5 The RSF covenant is ruled by a strong set of standards these round about would substantially be against them and change the character of our community thus everyone would be effected.
- T-6 It is interesting to note that roundabouts work in some situations. Especially if they are pre planned for a community. But they never work if there is an unbalance in the traffic. Clearly we have an unbalance in both direction at the beginning and end of the day. No side traffic will be able to jump in the circle due to their steady flow.
- T-7 They would be hazard to us that walk and ride bikes. The flow of traffic would be more steady,not allowing anyone that lives on Delicias to enter or leave their own drive way.
- T-8 If if fact the traffic does flow more steady, there will be an increase in cars using this short cut traveling at a faster speed. Thus more accidents.
- T-9 Thus more a liability. NO SIGNIFICANT IMPACT. wrong!!! Other roads leading to Delicias would become more congested. For example La Granada in front of the school.
- T-10 Lastly. Rancho Santa Fe is an Historic Landmark in the State of California. I am attaching a copy of the proclamation that I thought protected us. NO SIGNIFICANT IMPACT wrong.

T-11 I am also including pictures of all the trees I will loose and where my new property line will be.

T-12 I employ you to find another solution. Wait for the other outlets to be done, make this route less desirable. Just don't take my property against all of the rules I have followed. So neighboring communities can cut through. . Don't destroy our community.

Patricia Simmons

Sent from my iPad

**Comment Letter T
Attachment**



**Comment Letter T
Attachment**



**Comment Letter T
Attachment**



Response to Letter T

**Patricia Simmons
PO Box 1566, Rancho Santa Fe, CA 92067**

February 14, 2013

- T-1** The County appreciates this comment.
- T-2** Thank you for this comment. The County's goal for this EIR is to disclose accurate information to the public about the proposed project and its potential impacts, as required by the California Environmental Quality Act Statute and State Guidelines. The County has no intent to deceive or mislead the public.
- T-3** Thank you for this comment. Figure 1.8 of the EIR depicts the right-of-way that would be acquired for implementation of the project at the El Montevideo / La Valle Plateada intersection. As depicted in Figure 1.8, the proposed right-of-way acquisition at the southeast corner of Paseo Delicias / La Valle Plateada would be confined to a strip of APN 267-010-01-00 along the east side of La Valle Plateada, totaling 0.036 acre (1,580 square feet). The proposed bus turnout and other improvements along the south side of Paseo Delicias east of this intersection would not require additional acquisition of land from this parcel because these improvements would occur completely within the County's existing right-of-way. Just compensation would be provided for any private property acquired for project implementation.

As stated in Section 1.2.2.3 and analyzed in Section 3.1.1.2, Aesthetics and Visual Quality, existing landscaping would be preserved to the extent feasible, and all temporary impact areas would be revegetated after construction with appropriate species to balance the multitude of needs of the area. Figure 3.1.3 depicts the conceptual landscape design plan for the subject intersection, which includes revegetation with both trees and shrubs to provide appropriate screening for the subject property and to provide landscape enhancements consistent with the exiting character of the area. Regarding the pictures and drawings of this intersection, it is not the intention of the County to be misleading; the visual simulation of the subject intersection, Figure 3.1.4, is intended to give the public a general understanding of what the roundabout would look like after project implementation.

The project's potential to affect land in agricultural production is discussed in Section 3.1.2 of the EIR. As stated in Section 3.1.2.2, page 3-27, the project would not directly impact any existing agricultural uses, including the lemon grove located at the southeast corner of Paseo Delicias and La Valle Plateada.

Section 3.1.3 of the EIR, page 3-31, discusses the potential impacts of the proposed project related to Air Quality. This discussion is based on Air Quality Analyses completed for the project, which are included as Appendices F1 and F2. Although the analysis is not specific to fumes generated by vehicles at each intersection, the analyses show that the proposed project's potential pollution generation would be reduced in comparison to the current intersection configurations. The roundabouts would result in a decrease in per vehicle emissions due to improved operational efficiencies of the intersections.

Regarding vehicle lights, please refer to response to comment O-3.

The EIR analyses for the above comments were described in the Aesthetics and Visual Quality, Agriculture and Forestry Resources, and Air Quality sections, 3.1.1, 3.1.2, and 3.1.3, respectively. The EIR found that the proposed project would have less-than-significant impacts on these resources. The County does not agree that the Environmental Impact Report statements are incorrect, as described by the commenter.

No changes were made to the EIR in response to this comment.

- T-4** Thank you for this comment. Objective #4 of the proposed project is to: Ensure that the project's component parts are consistent with, and complimentary to, the aesthetic, community character, and historic aspects of the Rancho Santa Fe Community. The EIR goes on to analyze the project's compliance with the policies of the San Dieguito Community Plan (a component of the County's General Plan), which is discussed in Section 3.1.9 of the EIR. One policy of the San Dieguito Community Plan reads as follows: Preserve the unique visual character and landscape features of the [Rancho Santa Fe] Covenant area. Table 3.1.13 provides detail on how the project would comply with this policy of the San Dieguito Community Plan. Section 3.1.9 also describes how the project would be consistent with the community's rural character. Please refer to Section 3.1.9 for additional detail on how the project would comply with these policies of the San Dieguito Community Plan. No changes were made to the EIR in response to this comment.
- T-5** Thank you for this comment. The traffic analysis methodology is explained in Appendix D. The roundabout intersections were analyzed using a roundabout capacity model that was calibrated to represent the general roundabout environment in terms of the various factors that affect vehicle movements on the approach and exit sides, as well as the circulating road. As with traffic signals and all-way stops, balanced traffic is preferable for roundabouts; however, the traffic model results identify acceptable levels of service with imbalance taken into account, demonstrating that motorists would be able to merge into the roundabout traffic from all intersecting legs. The software used to model and analyze the roundabouts (*aaSidra* version 2.1) fully accounts for the relative balance of traffic among the approaches, and, as can be seen in the traffic analysis results, acceptable levels of service are calculated for all three intersections with roundabouts.
- T-6** Thank you for this comment. Please refer to response to Comment I-2 regarding the safe design of the proposed roundabouts for pedestrians, bicyclists, equestrians, and motorists.
- T-7** Thank you for this comment. Please refer to response to Comment J-2 regarding the potential for the project to affect egress from residential driveways along the project corridor.
- T-8** Thank you for this comment. As stated in Section 2.2.2.2, the project is an intersection improvement project that would not generate any vehicle trips, and although some shift in traffic from local roads to Paseo Delicias is expected, this shift would occur due to improved operations along the corridor; this shift in traffic was taken into account in the traffic model. Additionally, as stated in Section 1.2.1.2 of the EIR, no changes to the posted speed limits are proposed. Please refer to response to comment I-2 regarding safety and design of the proposed roundabouts.
- T-9** Thank you for this comment. The analysis in Section 2.2 is based on a Traffic Impact Analysis (Appendix D to the EIR) that was prepared by qualified professionals in the field of transportation engineering. The County does not agree that the significance findings in the Traffic section are wrong.

During construction of the roundabouts, the traffic analysis found that the segment of La Granada from Avenida de Acacias to Paseo Delicias (located near R. Roger Rowe Middle School) would be temporarily impacted. This significant direct impact is discussed in Section 2.2.2.2 of the EIR and is identified as impact number TR-1. As explained in Section 2.2.5 of the EIR, mitigation would be incorporated to reduce this impact to the extent feasible; however, no feasible mitigation measures have been identified that would reduce the construction-related traffic impact to less than significant. Since the project would result in significant impacts that cannot be mitigated to a level of less than significant, as required by Section 15093 of the State CEQA Guidelines, a Statement of Overriding Considerations has been prepared and included as Attachment F to the Final EIR.

Regarding operation of the proposed roundabouts (post-construction), as explained in Sections 2.2.2.1 and 2.2.2.2 of the EIR, implementation of the proposed project would improve traffic operations at each of the project intersections and along the Paseo Delicias corridor. As outlined in Section 2.2.2.2, the project would result in queue reductions at the two all-way stop-sign controlled intersections, shift traffic from surrounding residential streets back to the Paseo Delicias / Del Dios Highway corridor, and decrease travel time delays along the corridor. For these reasons, there would be a less-than-significant impact on roadway segments from operation of the proposed project.

No changes were made to the EIR in response to this comment.

- T-10** Thank you for this comment. Cultural Resources are analyzed in Chapter 3.1.4 of the EIR, and in Appendices G1, G2, and H. Regarding the proposed project's potential impact on historic resources, including the Historic Planned Community of Rancho Santa Fe (CHL No. 982), please see response to comment C-3. The cultural resources analyses were prepared by qualified professionals in the fields of Architectural History and Archaeology; the County does not agree that the significance finding in the Cultural Resources section of the EIR is wrong. No changes were made to the EIR in response to this comment.
- T-11** Thank you for this comment. Please refer to response to comment T-3 regarding the proposed right-of-way acquisition at the southeast corner of Paseo Delicias / La Valle Plateada and preservation of existing landscaping to the extent feasible.
- T-12** Thank you for this comment; it will be included in the record for review by the decision-making body.

Comment Letter U

Ms Gail Jurgella

5510 Overland Ave, Ste410, Mail stop o 385

San Diego, CA 92123

Dear Ms. Jurgella,

I write to comment on the proposal to construct roundabouts on Del Dios and Delicias leading into Rancho Santa Fe #2007-101081.

U-1 I am one of the many commuters who use this stretch of road every day during peak hours. I have no other choice, as I live in Hacienda Santa Fe and work in Carmel valley. The backup often costs me 15 minutes of what would otherwise be a 20 minute commute. I hit all three of the intersections for which roundabouts are proposed.

U-2 I believe the roundabouts are a terrible idea. The disruption caused by their construction will cost me even more time, not to mention the massive and irreversible nature of this project.

U-3 There is a much more simple, less costly, and reversible solution – traffic signals.

U-4 The argument that signals would destroy the “rural” character of the area is ridiculous. What rural character? The only rural area is Chino’s farm – and that has a traffic signal.

U-5 Please consider this another voice in favor of scrapping the idea of roundabouts (or at least trying signals first) before this chaos and expense is begun. I know money has already been spent in the planning, but going ahead would just be throwing good money after bad.

U-6 Please let me know if there will be any hearings on this as I would like to attend.

Thank you!

Kate Murashige

7367 Noche Tapatia, PO Box 2345, RSF 92067

**Comment Letter U
Attachment**

Jurgella, Gail

From: chriskate@sbcglobal.net
Sent: Monday, February 18, 2013 2:34 PM
To: Jurgella, Gail
Subject: Comments (protest) on planned roundabouts 2007-101081
Attachments: Document1.docx

Please see attached – thank you.

Response to Letter U

Kate Murashige
7367 Noche Tapatia, Rancho Santa Fe, CA 92067

February 18, 2013

- U-1** Thank you for this comment; it will be included in the record for review and consideration by the decision-making body.
- U-2** Thank you for this comment. The County acknowledges that the project would result in a temporary significant direct impact on traffic during construction; these impacts are discussed in Sections 2.2.2.1 and 2.2.2.2 of the EIR. No changes were made to the EIR in response to this comment.
- U-3** The County appreciates this comment and notes your preference for traffic signals over roundabouts. This comment will be included in the record for review and consideration by the decision-making body. Chapter 4.0 of the EIR contains an analysis of the project alternatives, including the Signalized Intersections Alternative, and as explained in Section S.4, the decision-making body has the discretion to choose either the proposed project or one of the evaluated alternatives.
- U-4** Thank you for this comment. Section 1.4 of the EIR describes the environmental setting in the vicinity of the project as rural residential, with higher intensity uses on smaller lots near the westernmost intersection and lower intensity uses on larger lots near the easternmost intersection. East of the center project intersection, residential parcels are generally 2 to 5 acres, with some as large as 40 acres. These parcels support groves, horse stables, and other uses that are generally associated with rural communities. Furthermore, the San Dieguito Community Plan specifically categorizes the overall land use of the community as rural. The EIR provides an accurate description of the land uses in the vicinity of the project. No changes were made to the EIR in response to this comment.
- U-5** Thank you for this comment; it will be included in the record for review and consideration by the decision-making body.
- U-6** The agendas for the Board of Supervisors meetings are officially posted at the County Administration Center, 1600 Pacific Highway, at the North Entrance and outside of Room 310, in accordance with the applicable provisions of the Brown Act (Government Code Sections 54950–54963) and applicable Board policies and procedures. Agenda Notices are also provided on the following web page as a convenience to County customers: <http://www.sdcounty.ca.gov/cob/bosa/index.html>. Additionally, a notice of the Board of Supervisors meeting will be mailed to the address provided in your comment letter.

Please contact your local Community Planning or Sponsor Group representatives for information on any public meetings on this project held within your community.

Comment Letter V

Lisa M. Bartlett
P.O. Box 815
Rancho Santa Fe, California 92067
(858) 756-7686

February 18, 2013

Gail Jurgella
Environmental Planner, Project Manager
Department of Public Works
5510 Overland Avenue
Suite 410
San Diego, California 92123

Re: Comments on DEIR RSF Roundabouts

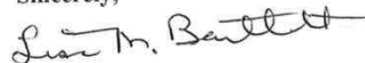
Dear Ms. Jurgella,

V-1 I worked with a friend of mine, Laurel Lemarie, who is a long-term member of the San Dieguito Planning Group, drafting the enclosed "San Dieguito Planning Group Comments to DEIR RSF Roundabouts," dated February 14, 2013, which was passed at the last SDPG meeting. I have, at the request of the San Dieguito Planning Group, assisted the planning group for years with various trail issues. I hope that the County of San Diego will incorporate our comments into the final version of the roundabouts (or signals), if they are installed at the three proposed intersections in Rancho Santa Fe.

Should you have any questions, please feel free to contact me.

Thank you.

Sincerely,



San Dieguito Planning Group Comments to DEIR RSF Roundabouts
February 14, 2013

p. 1 of 2

General comments concerning the pedestrian/equestrian element of roundabouts or signalization:

1. Landscape in general should be low enough for motorists to easily see pedestrians and equestrians at the sides of the road and crossing it.
2. Landscape in the medians or roundabout interiors should be low enough to see pedestrians/equestrians. A tall tree or two that are kept trimmed up so that motorists can easily see through and under them, such as oaks or palms, would work well.
3. Landscape simulations should show equestrians, as well as pedestrians, and the trails.
4. Planting of low shrubs between traffic and trail would provide some security for pedestrians/equestrians as well as keep traffic from driving on the trails.
5. For the signalization alternative, analyze the stacking caused by the right and left hand turn pockets.
6. The roundabout figures do not show push button bi-level signal activation poles; please add these.
7. Neither the signalization figures do not show existing or desired trails nor push button bi-level signal activation poles nor LED-lit crosswalks; please add these.

Specific Comments by figure and page:

Fig 1.4, p. 47. Via de la Valle/Paseo Delicias/Las Colinas:

1. Please add Pedestrian/Equestrian push-button activated LED-lit crosswalk on Las Colinas. Reason: Shorter sight distance and higher speed will be enabled due to realignment of Las Colinas. This signal pole does not need to be linked to the poles for the intersection Via de la Valle/Paseo Delicias.
2. Depending on what is proposed for the current mercadern of Las Colinas, it is preferable to realign the trail as far away as possible from Las Colinas and Via de la Valle.
3. Drawing needs to show the left-turn pockets at Las Colinas and Paseo Delicias.

Fig 1.5, p. 49. Paseo Delicias/El Montevideo/La Valle Plateada: A desired trail should be shown in right-of-way (ROW) along NE side of El Montevideo (Bunn property) - we have ridden there for decades. It could be shown as a dashed pink line. This trail connects trails to the north on El Montevideo.

Fig. 3.1.1, p. 145. Landscape plan: Via de la Valle/Paseo Delicias/Las Colinas:

1. Proposed landscaping SW corner of Via de la Valle at Las Colinas may obscure sight distance to pedestrian/equestrian crossing of Las Colinas. Use low level planting so that drivers see pedestrians/equestrians.
2. From Las Colinas crossing to Paseo Delicias crossing, move trail as far from Via de la Valle traffic as possible. Proposed landscaping must be low enough for drivers to see pedestrians/equestrians. Planting of low shrubs between traffic and trail would provide some security for equestrians.
3. On NE side along Via de la Valle, proposed landscaping may obscure sight distance to pedestrians/equestrians for westbound traffic.
4. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.

San Dieguito Planning Group Comments to DEIR RSF Roundabouts
February 14, 2013 p. 2 of 2

Fig. 3.1.2, p. 147. Via de la Valle/Paseo Delicias. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.

Fig. 3.1.3, p. 149. Landscape Plan, La Valle Plateada/El Montevideo/Paseo Delicias. Label all 4 crosswalks as pedestrian/equestrian. Show bi-level push button poles and LED crosswalks. Show DG trails. Landscaping should not obstruct drivers' sight distance to the trail - nor force pedestrians/equestrians closer to the road. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.

Fig. 3.1.4, p. 151. Simulation, La Valle Plateada/El Montevideo/Paseo Delicias. Show rider and trails, as well as pedestrian. Don't landscape the trail nor force pedestrians/equestrians too close to the roads. Show bi-level push button poles and LED crosswalks. Plantings in medians and roundabouts should be low enough for motorists to easily see over them. Simulation is too heavily landscaped.

Fig. 3.1.5, p. 153. Landscape plan, Del Dios Highway/El Camino del Norte. Label all crosswalks as Pedestrian/Equestrian. Do not plant vegetation that will obscure sight distance to trails, especially on south side of Del Dios. Plantings in medians and roundabouts should be low enough for motorists to easily see over them.

Fig. 3.1.6, p. 155. Simulation, El Camino del Norte Visual Simulation Looking West. Show Pedestrian/Equestrian bi-level signal poles and LED-lit crosswalks. Show an equestrian figure and the DG trails.

Fig. 4.1, p. 269. Signalization Alternative: Via de la Valle/La Fremontia. Drawing should show existing trails and reference trails in the legend, including the trail on Las Colinas. Drawing should include 4 pedestrian/equestrian bi-level push button signal poles and LED-lit crosswalk at the Via de la Valle crossing; Las Colinas crossing needs LED crosswalk and push button poles, too. Both bus stops are in the travel lane; relocate them. Need analysis of right and left turn pockets in regard to stacking

Fig. 4.2, p. 271. Signalization Alternative: El Montevideo/La Valle Plateada. Add Trails to the legend. Show trail along La Valle Plateada that crosses to El Montevideo. Show Pedestrian/Equestrian bi-level push button poles and LED-lit crosswalks. No trail shown along SE side of Del Dios Highway that crosses to NE side of El Montevideo; add this trail to the rendering. There is desired trail along the NE side of Paseo Delicias that should be incorporated into the plan now; could show it as a dashed trail line. Bus stops are in the travel lane; relocate them. Need analysis of right and left turn pockets in regard to stacking

Fig. 4.3, p. 273. El Camino Del Norte Signalization Alternative. Add Trails to the legend. Show Pedestrian/Equestrian bi-level push button signal poles and LED-lit crosswalks. Show trail on both sides of Del Dios Highway, as well as how to access the Rancho Santa Fe 'flume' trail. When the property at the NE corner subdivides, we will request a trail along NE side of Del Dios Hwy; we ride there now and future dedicated trail needs to be incorporated into the plan now - show as a desired trail with a dashed trail line. Need analysis of right and left turn pockets in regard to stacking.

Response to Letter V

**Lisa M. Bartlett
PO Box 815, Rancho Santa Fe, CA 92067**

February 18, 2013

- V-1** The County appreciates these comments. They are a duplication of the comments submitted by the San Dieguito Community Planning Group, marked as Comment Letter F. For the County's responses, please see the responses to letter F comments.

Comment Letter W

LOUISE D. KASCH
P.O. BOX 1153
7108 VIA DE MAYA
RANCHO SANTA FE, CA 92067

W-1

I am totally and
adamantly OPPOSED to
roundabouts in Rancho
Santa Fe!

a disaster for our
small community!
my vote is "NO"

Louise D. Kasch

Feb 19 '13



Response to Letter W

**Louise D. Kasch
7109 Via De Maya, Rancho Santa Fe, CA 92067**

February 19, 2013

- W-1** The commenter's opposition to the proposed roundabouts is noted. The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

Comment Letter X

Feb. 19, 2013

To: San Diego County Board of Supervisors

Re: Rancho Santa Fe Roundabouts

- X-1 As a homeowner at the northwest corner of Paseo Delicias and El Camino Del Norte for the past 15 years, I am particularly concerned with the proposed traffic calming roundabout project at my intersection
- X-2 It is my opinion that of the 6 project objectives outlined in section 1.1 of the EIR, this roundabout configuration fails to achieve 4 of these objectives.
- ◆ **Safety issues:**
- X-3 Paseo Delicias is one of the most used bicycle thoroughfares in San Diego County. Hundreds of cyclists pass through this intersection weekly. Unlike commuters, cyclists cannot choose alternate routes such as highway 78 or 52. As a former road and mountain bike racer, I am acutely aware of intersections and the dangers they pose. Roundabouts are particularly dangerous to cyclists because the bicycle lane ends abruptly at the roundabout and cyclists are forced into the single traffic lane. These pinch points create increased collision opportunities because motorists are often not looking for bicyclists to suddenly merge into the shared roundabout lane. This roundabout is particularly dangerous because it is situated at the bottom of 3 hills, one from the east, the west and the north. This results in much higher cyclist speeds than would be found on level stretches of road.
- It would be especially hazardous for a cyclist coming down the El Camino Del Norte grade and entering the roundabout from the north for a left hand turn onto Del Dios. In this common scenario, even though the cyclist has the right of way, it is unlikely that the majority of eastbound motorists would yield it to them. A cyclist entering the roundabout from the west and turning north onto El Camino Del Norte can expect a similar problem with westbound motorists failing to yield. You should expect an increased number of bicycle related injuries and possible fatalities if this roundabout is installed.
- X-4 The roundabout will increase the danger to my property. The proposed roundabout has been squeezed into the northern portion of the intersection directly in front of my driveway. The planners have decided to relocate my driveway and combine it with my neighbor's driveway by means of a "frontage road". This is actually not a road but a narrow driveway that would be located north of the splitter island to allow some access to my property. This will be barely adequate for cars but will not allow room for larger vehicles such as fire trucks to negotiate the hairpin turn up my driveway. In the event of a fire or other emergency access to my home will be compromised.
- X-5 Accidents at this intersection involving vehicles leaving the road occur occasionally now. Westbound cars miss the turn onto El Camino Del Norte and plow into the berm currently protecting our driveway. With the intersection moved north eliminating the street side berm, these vehicles will likely be smashing into our gate or propane tanks instead.

- ◆ **Maintain rural and aesthetic and historic community character:**
- X-6 The two very important objectives of maintaining both the rural and community character of Rancho Santa Fe would not be met if this roundabout were constructed. With a diameter of 110 feet, these roundabouts are anything but rural or residential. The commercial sized Lego land roundabout is only 18 feet wider at 138 feet. In contrast, the residential sized roundabouts in Encinitas are a more reasonably size 82-84 feet in diameter. The roundabout would also call for the removal of many stately eucalyptus trees lining the northeast portion of this intersection that have framed the entryway into Rancho Santa Fe for years. Recently cities such as Del Mar and Santa Barbara also vetoed roundabouts in favor of keeping their existing stop signs.
- X-7
- ◆ **Minimize impacts on structures, landscaping and property:**
- Structures:
- X-8 The roundabout will relocate my drive way. It will make it difficult to make right hand turns out of the relocated driveway. Other larger vehicles such as moving vans and delivery trucks would no longer be able access my property either. Currently vehicles can either make a direct turn into the drive from the south or ease into the northbound lane to allow for adequate turning radius when entering the drive from the south. Both of these alternatives would be negated by the proposed frontage road.
- X-9 Currently I also have propane tanks, water, electric lines, a dumpster enclosure and an entry gate in this limited area. The proposed roundabout location would necessitate relocation of everything in this front area. My sewer line currently connects under the intersection. Heavy equipment from grading could easily break this line rendering my home unusable.
- ◆ **Landscaping:**
- X-10 It will destroy my mature entryway landscaping consisting of earthen berms planted with California Peppers, conifers and slow growing California oaks. I have seen what replacement landscaping looks like and it usually doesn't include any 60 inch box trees. Any token replacement landscaping will take years to achieve any meaningful screening.
- ◆ **Property:**
- X-11 It will increase light pollution from headlights shining up our driveway. Currently headlights are not a problem because the majority of the traffic goes west on Paseo Delicias. Westbound vehicles turning north onto El Camino Del Norte have their headlights blocked by an earthen berm landscaped with pines and native oaks. The northerly shoe horned roundabout would have 100% of the westbound vehicles circle the roundabout redirecting all oncoming headlights directly at my driveway because the berm and mature landscaping would be destroyed by the roundabout in its proposed location.
- X-12 In the event that roundabouts are approved, we will all experience construction traffic and delays. Our household will be especially affected as we are forced to suffer through periodic driveway closures as well as constant noise and dust issues. There is also the possibility of utility disruptions for extended periods if they are damaged or forced to be relocated.

- ◆ **Solutions to the above concerns:**
- X-13 The best solution is to keep the stop signs. Increased flow will only encourage increased traffic. People forced to wait at Rancho Santa Fe intersections will eventually chose to take an alternate route such as highway 56 or 78.. Currently there is an Escondido related traffic delay during the afternoon commute but this is no different than delays experienced on freeways and surface streets throughout San Diego County at similar times of the day. There are and will continue to be bottlenecks on Del Dios highway in both directions so stopping for a few less seconds at this intersection is not going to make a significant difference in a person's commute.
- ◆
- X-14 Instead of choosing to widen the northeast and northwest portions of the intersection and moving the intersection north, a more reasonable and suitable alternative would be to move the Roundabout to the southern portion of the intersection. Currently this space is occupied by a field that has been vacant for the last 75 plus years. There are no structures or landscaping or driveway issues to deal with on the south side of the intersection. Neither are there any Indian artifacts, least turn nesting grounds, or native habitats. Retaining walls are already slated to be constructed on the south side of the intersection. All that is necessary is to move them further south and add more fill to maintain the grade.
- Moving it to this location would eliminate the need for any driveway modifications as well as fire department and large vehicle access issues. It would also create a safer intersection by virtue to straightening out the bend in the current road making the roundabout more visible to approaching vehicles.
- ◆
- X-15 If you are insistent on spending two million dollars in this economy (probably double that after cost overruns) on a single roundabout in order to save 100 seconds of commute time, you should be willing to spend a little more in order to *preserve* the rural character of the Rancho Santa Fe community, *create* a safer intersection and *prevent* adversely affecting the adjacent homeowners.
- ◆
- Dr. Scott Jordan and Pam Jordan
- 7099 El Camino Del Norte

**Comment Letter X
Attachment**

Jurgella, Gail

From: Scott Jordan [scottyjordan@yahoo.com]
Sent: Tuesday, February 19, 2013 1:29 PM
To: Jurgella, Gail
Subject: rancho santa fe roundabouts
Attachments: roundabouts 2-13.docx

Hi Gail:

Please provide this letter to the San Diego County Board of Supervisors so they know I am adamantly opposed to roundabouts. Thank you.

Dr. Scott Jordan

Response to Letter X

**Dr. Scott Jordan and Pam Jordan
7109 Via De Maya, Rancho Santa Fe, CA 92067**

February 19, 2013

X-1 Thank you for this comment. The proposed project is an intersections improvement project that would improve traffic operations at the three project intersections. The project is not proposed to be implemented as a traffic calming feature. Section 2.2.2.2 of the EIR describes how the project would improve traffic circulation along the project segment of Paseo Delicias / Del Dios Highway and in the vicinity of the proposed project. No changes were made to the EIR in response to this comment.

X-2 Thank you for this comment. The proposed project would meet each of the six project objectives.

Objective #1. Ease traffic congestion at the three project intersections.

As explained in Sections 2.2.2.1 and 2.2.2.2 of the EIR, the project would improve traffic operations at each intersection and along the Paseo Delicias / Del Dios Highway corridor.

Objective #2. Maintain Paseo Delicias / Del Dios Highway as a two-lane road as designated in the General Plan Mobility Element.

As shown on Figures 1.4, 1.5, and 1.6, and explained in Section 1.2.1.2 and Table 3.1.13, the project would maintain the existing two-lane character of the Paseo Delicias / Del Dios Highway corridor.

Objective #3. Provide safe intersections for vehicular traffic, bicycle traffic, pedestrians and equestrians.

As explained in Sections 1.2.1.2 and 1.2.2.4, the project would provide safe intersections for all roadway users. Additional discussion on the project's safe design is included in response to comment I-2.

Objective #4. Maintain the rural character that is desired in the San Dieguito Community Plan Area.

Table 3.1.13 of the EIR contains discussions about the project's consistency with the San Diego County General Plan, which includes the San Dieguito Community Plan. One policy of the San Dieguito Community Plan is: Perpetuate the present state of rural residential living in the San Dieguito Plan Area. As stated in Table 3.1.13, the proposed project is consistent with this policy and, therefore, would maintain the rural character.

Objective #5. Ensure that the project's component parts are consistent with, and complimentary to, the aesthetic, community character, and historic aspects of the Rancho Santa Fe community.

As discussed in Section 3.1.9.2 and Table 3.1.13 of the EIR, the project would accomplish this objective.

Objective #6. Minimize impacts on structures, landscaping, property, and other features within the Historic Planned Community of Rancho Santa Fe, while following applicable roadway design standards.

As discussed in Section 3.1.4.2 of the EIR, the proposed project would not cause a substantial adverse change in the significance of the historic landmark.

- X-3** Please refer to the response to comment Q-2 regarding the project's design attributes that maximize safety for bicyclists.

Regarding the lack of bicycle lanes in the intersections, for bicyclist safety, the FHWA recommends termination of bicycle lanes prior to the entrances to roundabouts (FHWA 2000 and FHWA 2010). As explained in Section 1.2.1.2, bicyclists would have the option of riding through the intersection with vehicular traffic or pulling to the side and crossing at the cross-walks.

Regarding the commenter's concern that the existing topography of the area surrounding the El Camino del Norte intersection could cause this intersection to be dangerous to bicyclists because of higher bicyclist speeds, as with vehicular traffic, the advanced warning signs described in Section 1.2.1.2 of the EIR would notify cyclists of the intersection feature being approached in ample time to adjust their speed to safely navigate the roundabout.

Regarding the commenter's concern that eastbound and westbound Paseo Delicias / Del Dios Highway motorists would fail to yield to bicyclists who are traveling from southbound El Camino del Norte to eastbound Del Dios Highway, as explained in Section 1.2.1.2, yield signs at each entry to the roundabouts would require vehicles approaching each roundabout to yield the right-of-way to vehicles, pedestrians, equestrians or bicyclists already within or crossing the roundabout. As shown on sheet ST 9 of the design plans (Appendix M of Appendix D to the EIR), the yield signs would be accompanied by yield line pavement markings to further notify motorists and bicyclists of the requirement to yield upon entering the intersection.

No changes were made to the EIR in response to this comment.

- X-4** Thank you for this comment. Public safety is of paramount importance to the County. As explained in Section 2.2.2.5 of the EIR, the minor alterations to the driveways that serve APNs 265-231-06-00 and 265-231-07-00 would not affect emergency access to these properties. As shown on Sheets PPR 9 and 10 of the design plans (Appendix M of Appendix D to the EIR), the combined frontage road to serve these properties would be 16 feet wide and would have an inside curb turn radius of 28 feet. These dimensions are consistent with the County Fire Code specifications for fire apparatus access driveways (§503.2.1 and §503.2.1, respectively). No changes were made to the EIR in response to this comment.

- X-5** Thank you for this comment. Except for pavement markings immediately prior to the intersection, the existing configuration of the Paseo Delicias / El Camino del Norte intersection provides no advance cues to motorists driving along Paseo Delicias as to the presence of the intersection. As described in Section 1.2.1.2 of the EIR, the proposed project design includes advance warning signs to alert motorists of the intersection feature ahead, vegetated splitter islands, curbs with reflectors mounted on their faces, pavement markings that would clearly and adequately mark the intersection, and lighting. These features would improve motorists' awareness of the intersection relative to the existing configuration. Also refer to response to comment I-2 for information regarding the project's safe design. No changes were made to the EIR in response to this comment.

- X-6** Thank you for this comment. Please refer to response to comment K-2 regarding how the project would maintain the existing rural character and the community character of Rancho Santa Fe, and response to comment E-2 regarding the basis for the proposed roundabouts' diameters.

- X-7** The County appreciates this comment and acknowledges that although existing landscaping would be preserved to the extent feasible, removal of some existing vegetation, including large eucalyptus trees, would occur. For this reason, the conceptual landscape plan includes specific nonnatives that are prominent in the project area, such as eucalyptus trees. As stated in Section 1.2.2.3 and analyzed in Section 3.1.1.2, all temporary impact areas would be revegetated after construction with appropriate species to balance the multitude of needs of the area. Figure 3.1.5 depicts the conceptual landscape design plan for the subject intersection, which includes revegetation with both trees and shrubs consistent with the existing character. Specific nonnatives, including eucalyptus trees, are proposed to preserve the unique visual experience of the community.
- X-8** Thank you for this comment. The driveways that serve APNs 265-231-06-00 and 265-231-07-00 would be combined by a frontage road that would intersect with El Camino del Norte at a right angle, north of where the existing driveway for APN 265-231-07-00 intersects El Camino del Norte. As explained in response to comment X-4 above, the frontage road dimensions and geometry would be consistent with the County Fire Code specifications for fire apparatus (larger vehicles) access driveways. Additionally, the driveway relocation would increase the entrance to these driveways to approximately 200 feet and would cause the driveway to intersect with El Camino del Norte at a right angle; both of these are preferred roadway conditions pursuant to the County's Public Road Standards (Section 6.7.1.5 / 6.1.C and 6.1.E, respectively). No changes were made to the EIR in response to this comment.
- X-9** Thank you for this comment. The propane tanks and dumpster enclosure located just south of the south leg of the existing hammerhead are located outside of the proposed work area and would not be affected by the driveway realignment. The County would avoid damage to any existing utilities during work; however, if any work performed by the County resulted in damage to existing utilities, the County would repair the utilities at no cost to the property owner. No changes were made to the EIR in response to this comment.
- X-10** The County appreciates this comment. Regarding minimizing impacts on existing landscaping and revegetation of temporary impact areas, please see response to comment X-7. The County acknowledges that replacement landscaping would require time to mature and provide maximum screening; the time for replacement landscaping to become mature will depend on the species ultimately used to revegetate. The final planting pallet, including the size of potted plants, will be chosen through coordination with the community and will be included in the final landscape plan. No changes were made to the EIR in response to this comment.
- X-11** Thank you for this comment. Please refer to response to comment O-3 regarding light generated by vehicular traffic.
- X-12** The County appreciates this comment. As stated in Section 2.2 of the EIR, construction activities would result in temporary intermittent full and partial closures of the three project intersections. Mitigation measures have been incorporated into the proposed project to reduce construction-related impacts to the extent feasible. These measures are listed in Section 2.2.5 and include maintaining access to local residences and commercial sites at all times during construction.
- Noise is addressed in Section 3.1.11 of the EIR. As discussed in Section 3.1.11.2, construction activities would comply with the County Noise Ordinance with regards to hours of operation of construction equipment, sound level limitations on construction

equipment, and sound level limits on impulsive noise. Additional Noise project design measures that would be implemented to reduce noise levels during construction are listed in Section 7.2.7.

Air Quality is addressed in Section 3.1.3 of the EIR. As discussed in Section 3.1.3.2 of the EIR, dust suppression activities, such as watering or stabilization of active grading areas would minimize dust generation, and the temporary impact would be less than significant. Additional Air Quality project design measures that would be implemented during construction to control dust and particulates are listed in Section 7.2.2.

Please refer to response to comment X-9 regarding utilities.

No changes were made to the EIR in response to this comment.

- X-13** The commenter's support of the No Project Alternative (i.e., keep the existing stop signs) is noted. The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

Regarding the commenter's concern that the improved intersection operations would increase traffic, please refer to response to comment T-8.

- X-14** Thank you for this comment. Each of the roundabouts were designed and located to maximize safety while minimizing both temporary and permanent impacts on private property. The proposed location of the roundabout at El Camino del Norte meets the required sight distances while minimizing impacts on private property. Furthermore, the roundabouts were located at the existing intersections to minimize or avoid impacts on biological and historic resources. As explained in Section 2.1.1.3 and identified on Figure 2.1.7 of the EIR, wetland resources subject to the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Game (now named California Department of Fish and Wildlife) are located immediately south of the subject intersection. Also, as explained in Section 3.1.4.1 of the EIR, location and setting are two of the attributes of the project intersections that contribute to the historic importance of the character-defining circulation element of the Historic Planned Community of Rancho Santa Fe. The proposed roundabout placement at the existing intersection would minimize/avoid impacts on these biological and historical resources.

Please refer to responses to comments X-4 and X-8 regarding the safety and access improvements that would be made to the subject driveways, and response to comment E-2 regarding the safe geometry of the design.

No changes were made to the EIR in response to this comment.

- X-15** The County appreciates this comment.

With regard to preserving rural character, please see response to comment K-2.

With regard to creating a safe intersection, please see response to comment I-2.

With regard to preventing adverse effects on adjacent property owners, as described in Section 1.2.1.2, the roundabouts size has been minimized to the extent feasible, and, as described in Section 1.2.2.3, existing landscaping would be preserved to the extent feasible, and all temporary impact areas would be revegetated with appropriate species to balance the multitude of needs for the project and the area. Moreover, it is important to note that the design of the roundabouts was based on FHWA Guidelines in effect at that time. If funding is identified for construction of roundabouts, the design would

undergo a 3rd party review and would be revisited based on the standards in place at that time.

Comment Letter Y

Jurgella, Gail

From: SAMUEL URSINI [ursini1@sbcglobal.net]
Sent: Thursday, February 21, 2013 11:34 AM
To: Jurgella, Gail
Subject: DEIR COMMENTS
Attachments: We the undersigned urge the County Board Of Supervisors to approve a plan.docx

GAIL: Please see the attachment.
Sam Ursini

Gail Jurgella
 5510 Overland Avenue
 Suite 410
 San Diego, CA 92123

- Y-1 Those named below urge the County Board Of Supervisors to approve a plan to provide Signalization at three locations in Rancho Santa Fe Ca. The three locations are at the PaseoDelicias Corridor, intersections of Via De La Valle, El Montevideo, and El Camino Del Norte. The reasons for this approach are as follows.
- Y-2
 - The draft environmental impact report (DEIR) concludes that the signalized intersection alternative would be the environmentally superior alternative to Roundabouts, because it would cause much less damage to the environment.
- Y-3
 - The Roundabouts would have a far larger negative effect on the environment during construction than the Traffic Signals.
- Y-4
 - The DEIR reports that construction of roundabouts is expected to last 12 to 18 months. The signalization construction is about 6 months. The Roundabout construction will require shutting down one lane from Del Dios Highway, and creating a major detour through RSF residential streets that aren't designed to handle the traffic load. Lago Lindo traffic, for example, will exceed double the capacity of the roadway.
- Y-5
 - Signalization will provide a break in traffic while lights change. This will overcome the problem of a the continuous traffic flow with roundabouts. This is a major safety issue for equestrian and pedestrian enthusiasts; and a very important issue for all the homes that are on the Del Dios/Delicias Corridor, trying to access or egress their driveways, as a vehicle goes by every 3 seconds during the peak traffic hours.
- Y-6
 - The notion that traffic signals impacts the rural character of the community is unfounded since a traffic signal has existed at the Covenant of Rancho Santa Fe for over 20 years at the intersection of Via De La Valle and Calzada del Bosque. So the precedent is already established and has proven to be harmless. Furthermore, this intersection is not illuminated. These installations can be further enhanced by following the practice of communities like Santa Barbara, and use muted cast iron stanchions for holding the traffic signals.
- Y-7

The proposed 20 each 15 foot high light stanchions to illuminate the roundabouts are a major negative blow to the Dark Sky policy of Historic Rancho Santa Fe.
- Y-8
 - The costs for construction of the roundabouts is currently estimated to be approximately \$ 6 million. Cost estimates for signalization are less than \$ 1 million.

Gail Jurgella
5510 Overland Avenue
Suite 410
San Diego, CA 92123

- Y-9
- The Eminent Domain issue needs to be resolved if roundabouts are considered, as this can cause significant further delay to an already 10 year delay in solving this traffic corridor problem.
- Y-10
- The DEIR dismisses the platooning of signalized traffic, citing the Highway Manual that does not consider intersection spacing of more than ½ mile. The Oregon State Traffic Dept. carries the analysis beyond ½ mile spacing citing the advantages for doing so, and thereby demonstrates why a much better LOS for signalized traffic control in the Delicias Corridor can be achieved than is shown in the DEIR.
- Y-11
- There is no discussion of the consequences of an unbalanced roundabout in the DEIR. A primary purpose of the traffic improvement in the Delicias Corridor is to stop the peak hour cut-through traffic on side streets by incorporating it into the traffic flow in the Delicias Corridor. When this traffic volume is added to the current peak hour traffic flow between the El Montevideo intersection and the Via de la Valle intersection of Paseo Delicias, the count reaches close to 2/3rds of the traffic entering the roundabout from this leg alone, thereby making it difficult for vehicles to enter the flow from the next leg of the roundabout, and impeding the LOS of the roundabout.

Sincerely:

Forest Adams	Carmin Busco	Rose Genovese	Ruth Mangrum
Joan Adams	Steve Bedford	Ron Hahn	S.Malik
Susan Ambrose	Becky Bedford	Linda Hahn	Samber Malik
Tom Ault	Philippe Charat	L. Golbrg	Philip Mossy
Susie Ault	Gloria Charat	Robert Hermann	Julie Mossy
Tim Ault	Mary Czerwinski	Bibbi Hermann	Debbie McAnnaly
Brian Ault	Dr. Joseph Capozzi	Pasqual Gonzales	Ron McAnnaly
Bill Bauce	Helen Dizio	Joe Heslin	Jane Licosati
Sharon Bauce	Steve Dizio	Judy Heslin	Mike Licosati
Rudolph Biller	Craig Edwards	Dr. Charlie Jones	Bob Murphy
Rosanna Biller	Karen Edwards	Judy Jones	Mary Murphy
Daniel Bunn	John Ursini	Charles JonesIII	Dr. Wallace
Daniel R. Bunn	Dr. Michael Flynn	Jack Kelley	McCoy
Joseph Busco	Heidi Flynn	Shirley Kelley	Connie McCoy
Marie Busco	Peter Gault	Richard Lang	Pat Norberg
Dr. Bradford Burnett	Christine Gault	Marilyn MacLeod (D)	Jack Norberg
Dr. Deirdre Burnett	Ralph Genovese	Bob Mangrum	George Pittman

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Jeri Pittman	Melissa Swanson	Mary VanAnda	Bill Schlosser
Erika Parsons	Sue Sande	Sandra Zarcedes	Dan Casterillo
Dr. Michael Peters	Russ Sande	Peter Zarcedes	Jeffrey Gardner
Laurie Peters	Gwen Stoughton	Laverne Schlosser	Ed Cottrell
Gerald Parsky	Jean Stewart	Libby Frank	
Robin Parsky	Lois Stewart	Ray Flatinsky	
Jane Scallan	Tom Szabo	Clay MacLeod	
Joan Raidt	Jalia Szabo	Elizabeth MacLeod	
Doug Raidt	Ross Turner	Tim Sullivan	
John Raidt	Wendy Turner	Nancy Sullivan	
Helen Reed	Sam Ursini	Tag Wohlford	
Larry Robinson	Joanne Ursini	Anne Wohlford	
Kathy Robinson	Rankine VanAnda	Susan Wooley	

Response to Letter Y

**Samuel Ursini and 111 Other Listed Supporters
7109 Via De Maya, Rancho Santa Fe, CA 92067**

February 21, 2013

- Y-1** The County appreciates these comments in support of the Signalized Intersections Alternative. These comments will be included in the record for review and consideration by the decision-making body.
- Y-2** The County appreciates this comment. As explained in Section 4.5 and Table 4.1, the Signalized Intersections Alternative was identified as the Environmentally Superior Alternative because, relative to the proposed project, it would have reduced impacts on both biological resources and construction traffic, and would improve traffic operations at the three project intersections. No changes were made to the EIR in response to this comment.
- Y-3** The County appreciates this comment. Significant Environmental Effects of the Proposed Project are discussed in Chapter 2 of the EIR; Biological Resources are discussed in Section 2.1, and Transportation and Circulation is discussed in Section 2.2. As concluded in Section 2.1.6, temporary impacts on biological resources would be mitigated and would result in a less-than-significant impact; and, as concluded in Section 2.2.6, temporary traffic impacts during construction would be significant and unmitigable. While mitigation would be implemented to minimize temporary construction impacts to the extent feasible and facilitate traffic operations in the project vicinity, the temporary traffic impacts would not be mitigated to less than significant. Regarding the Signalized Intersections Alternative having less effect on the environment during construction than the proposed project, please see response to comment Y-2. No changes were made to the EIR in response to this comment.
- Y-4** The County appreciates this comment. As explained in Section 1.2.2.6 of the EIR, construction of the proposed project is expected to last approximately 12–18 months and would require intermittent, short-duration single lane closures, during which flagging operations would be implemented to facilitate traffic (Scenario A), and temporary closure of the eastbound lane at the Paseo Delicias/El Montevideo intersection, during which a detour would be implemented (Scenario B). Additional description of these activities and analysis of the resulting impact are provided in Sections 2.2.1.5 and 2.2.2, respectively. The worst-case traffic operations during construction are provided in Table 2.2.4 (intersection operations) and Table 2.2.5 (segment operations). As identified in the EIR, implementation of Scenarios A and B would result in temporary significant impacts on some intersections and segments, and these impacts are unmitigable. As described in Section 2.2.5, mitigation measure M-TR-1 would be implemented to minimize the temporary construction traffic impact to the extent feasible.

Regarding construction duration of the Signalized Intersections Alternative, as described in Section 4.4.2.2, this alternative would require approximately seven months to construct and would not require temporary closure of the eastbound lane of Paseo Delicias at El Montevideo and implementation of a temporary detour. Therefore, construction traffic impacts for this alternative would be reduced as compared with the proposed project.

No changes were made to the EIR in response to this comment.

- Y-5** Thank you for this comment. The County acknowledges that traffic signals can create additional gaps in traffic flow. Please refer to the response to comment I-2 regarding the proposed project's design features that would ensure safety for equestrians and pedestrians, and the response to comment J-2 regarding the effect of the project on residents' ability to exit and turn safely from their driveways. No changes were made to the EIR in response to this comment.
- Y-6** Thank you for this comment. Please refer to response to comment R-9 regarding the location of the traffic signal at Via de la Valle and Calzada del Bosque relative to the Historic Planned Community of Rancho Santa Fe (California Historic Landmark No. 982). Regarding illumination of signalized intersections, although the existing signal at Via de la Valle and Calzada del Bosque does not have safety lighting, any new proposed signals in the County are required to have safety lighting. Safety lighting at signalized intersections is a requirement of the California Manual on Uniform Traffic Control Devices, Caltrans, and County Road Standards. No changes were made to the EIR in response to this comment.
- Y-7** Thank you for this comment. Aesthetics is discussed in Section 3.1 of the EIR. As covered in the Regulatory Setting discussion in Section 3.1.1.1, the San Dieguito Community Plan contains several Dark Sky policies that restrict the use of lighting through promotion of downward directed, screened, and subdued lighting that minimizes light spill onto adjacent properties, and allows for low level, downward directed lighting when absolutely necessary for traffic safety at intersections. The potential for the project to create a new source of lighting that would adversely affect views is covered in the Lighting and Glare impact analysis in Section 3.1.1.2; and, as concluded in the EIR, the project's impact on generation of lighting and glare would be less than significant. No changes were made to the EIR in response to this comment.
- Y-8** The County appreciates this comment and acknowledges the differential construction costs of the proposed project as compared to the Signalized Intersections Alternative. In accordance with State CEQA Guidelines Section 15131, the economic effects of a project shall not be treated as significant effects on the environment. The fiscal impact on the County as a result of project approval would be an economic effect and is, therefore, not analyzed as a potential physical environmental impact in the EIR.
- Y-9** The County appreciates this comment; it will be included in the record for review and consideration by the decision-making body.
- Y-10** Thank you for this comment. The Traffic Analysis Methodology is described in Section 3.1 of the Traffic Impact Analysis (Appendix D). This section explains that the *2000 Highway Capacity Manual* (HCM; Transportation Research Board, National Research Council) methodology was used to analyze the AM and PM peak hour conditions for the signalized intersections. Section 3.3.1 of Appendix D explains that based on the HCM, the traffic analysis assumes the intersections as isolated intersections because the distance between them is more than ½ mile. The County respects and understands that there are differences in opinions among experts in the field of traffic engineering, and that the Oregon Department of Transportation has the authority to adopt and use traffic analysis methodologies that account for platooning of vehicles that result from timed traffic signals along a corridor. However, the HCM's methodologies have been vetted and approved by a number of parties with extensive knowledge and expertise in the field of traffic engineering; the result is that the HCM is widely accepted and used by traffic engineering experts. For these reasons, the methodology used to analyze the Signalized Intersections Alternative is adequate, accurate, and complete. No changes have been made to the EIR in response to this comment.

Y-11 Thank you for this comment. Please refer to comment T-8 regarding the shift in traffic from local roads to Paseo Delicias. Please refer to response to comment T-5 regarding analysis of imbalance between the traffic volumes at each roundabout approach.

Comment Letter Z

P. O. Box 2626
Rancho Santa Fe, CA 92067

2/26/13

Ms Gail Jurgella
San Diego County Public Works
5510 Overland Ave. Suite 410, Mail Stop O-385
San Diego, CA 92123

Dear Ms. Jurgella,

Z-1 I am a resident on Lago Lindo in Rancho Santa Fe. For 10 years now Roundabouts have
Z-2 been studied as a solution to the congestion in the Paseo Delicias corridor, and resulting cut-
Z-3 through traffic on my street as well as others. In my view, the data shows that Roundabouts will
fail to solve the problem and that Traffic Signals are a better solution. I am enclosing two write-
ups that support that conclusion. The first is the use of platooning with traffic signals. This has
been rejected in the EIR, and I believe it deserves reconsideration in light of the data I have
provided. The second is that it doesn't appear that the EIR addresses the issue of imbalance in
the roundabouts, particularly in the morning in the Via de la Valle roundabout. Imbalance can
significantly degrade the LOS of the roundabout.

Z-4 With respect to aesthetics, a traffic signal at Calzada Del Bosque and Via de la Valle has
Z-5 been operational for around 15 years with no one objecting. While technically it may not be in
the Covenant, it is in the Right-of-Way next to the Covenant. Furthermore, it is at a point where
the Covenant begins to spread onto both sides of the street, and in that respect is similar to an
entrance. I remember 10 years ago when discussions were held about where else to locate
roundabouts, no one suggested replacing that traffic signal with a roundabout. What I would
suggest is that the signals in the Delicias corridor be more in keeping with the historic, rural
nature of RSF, something like what Santa Barbara has done with muted wrought iron stanchions.
Furthermore, it is recommended that the Calzada traffic signal be changed to be the same, giving
continuity to the community.

Respectfully Submitted,



Rankine Van Anda

Attachments (2)

THE UNBALANCED ROUNDABOUT

A major weakness that can happen in a roundabout is imbalance, and this normally occurs with high levels of peak traffic directed at a single leg (particularly the upstream leg) of the roundabout. This is a condition along the Paseo Delicias Corridor, particularly with the Via de la Valle roundabout in the morning. This issue of imbalance does not appear to have been considered in the EIR.

To start with, the EIR seems to understate the peak hour traffic cutting through Lago Lindo, which should be picked up by the Delicias corridor when roundabouts are in place. In the current condition "before roundabout" traffic entering the Via de la Valle roundabout numbers 664 vehicles in the peak hour. In the "after roundabout" scenario the number of vehicles is 849, an increase of 185. Yet the current peak hour traffic entering Lago Lindo at Del Norte is 369 vehicles. While some have legitimate business on Lago Lindo it would look like about 150 more vehicles should be added to the cut-through count. They, perhaps, are vehicles coming from the area of the Bridges, and were overlooked because they use Aliso Canyon Rd., and not Del Dios Highway.

Z-6

In the 2030 forecast the traffic entering the Via de la Valle roundabout from the East numbers 1140 vehicles, and when 150 additional cut-through vehicles are added, the number is 1290, or one vehicle every 2.8 seconds. The second leg, coming from the Village, numbers 300 vehicles, and these would have great difficulty entering the stream of traffic coming from their left. The final leg numbers 330 vehicles, giving a balance ratio of roughly 2/3, 1/6, 1/6, truly an unbalanced circumstance.

Imbalances of this magnitude can negatively affect the Level of Service of a roundabout, and this factor is being recognized in the literature. Examples are;

Imbalances can have a significant effect on delay and capacity estimates for any given total volume of traffic entering a roundabout..

#Simulation programs note that if most of the flow circulating past an approach originates from the first approach upstream, then the average delay tends to be high.

#It is considered important to understand the manner in which roundabouts respond to various demand patterns so that they are not used under inappropriate conditions.

In reviewing this data there is not only the question of imbalance but of capacity as well. Can the proposed roundabout configuration handle up to approximately 2,000 vehicles an hour? It is strongly recommended that more detailed modeling be conducted, that recognizes these particular circumstances of the Via de la Valle roundabout, before further consideration be given to roundabouts.

PLATOONING WITH TRAFFIC SIGNALS

The EIR states that “Based on the Highway Capacity Manual, since the distance between intersections is more than ½ mile, the analysis assumes the intersections are isolated intersections”. This means that a stop and go calculation is figured at each intersection, which adversely affects the Level of Service of the traffic signals.

This position by the authors of the EIR dismisses the sequencing of traffic signals to achieve platooning of the vehicles through the Delicias Corridor. Platooning uses the timing of the traffic signals to move groups of vehicles at the speed limit, with only stopping once, if at all. It is believed that further study will find platooning can be accomplished, thereby giving a significant boost to the peak hour LOS of Traffic Signals, and putting Signals well ahead of roundabouts in this measurement.

Z-7

As reported by the EIR, in round numbers the intersection spacing is .5 and .7 miles. My measurements are slightly over .5 and slightly under .7 miles. Spacing is determined as a function of speed and signal cycle length. The Oregon Department of Transportation has published a study, which extends the intersection spacing beyond the .5 mile cited by the HCM. In a table entitled Optimum Signal Spacing as a Function of Speed and Cycle Length it shows that at a speed of 40mph and a cycle length of 120 seconds the optimum spacing works out at 3520 feet or 6.7 tenths of a mile, almost exactly the spacing between El Montevideo and Via de la Valle. The reference for this study is:
<http://www.oregon.gov/ODOT/HWY/ACCESSMGT/docs/sigintspac.pdf>

It should be noted that 40mph is considered an optimum speed for platooning. At that speed there is an efficient use of fuel and reduced pollution. Furthermore, during the peak hours most of the drivers will be repeating what they do each weekday, so learning to keep bunched in the platoon should be quick and effective.

In sequencing the traffic signals it is highly recommended that the latest technology be used which are Adaptive Traffic Signals. These are computerized installations with sensors in the roadway that monitor the vehicles on a real time basis to maintain an efficient flow of traffic.

It is requested that this information be reviewed and verified with the objective of utilizing platooning in the Delicias corridor with a resultant more favorable LOS for traffic signals than is now shown in the EIR.

Response to Letter Z

Rankine Van Anda
PO Box 2626, Rancho Santa Fe, CA 92067

February 26, 2013

Z-1 The County appreciates these comments in support of the Signalized Intersections Alternative. These comments will be included in the record for review and consideration by the decision-making body.

As stated in the Traffic Impact Analysis prepared for the project (Appendix D to the EIR), the installations of either roundabouts or traffic signals were found to be viable alternatives from a traffic operations standpoint because both would improve traffic congestion along the Paseo Delicias / Del Dios Highway corridor. No changes were made to the EIR in response to this comment.

Z-2 Thank you for this comment. Refer to response to comment Z-7 below for specific responses to the contents of the essay noted by the commenter.

Z-3 Thank you for this comment. Refer to response to comment Z-6 below for specific responses to the contents of the essay noted by the commenter

Z-4 Thank you for this comment. Aesthetics is discussed in Section 3.1 of the EIR. Please refer to response to comment R-9 regarding the location of the traffic signal at the intersection of Via de la Valle and Calzada del Bosque with respect to the boundary of the Historic Planned Community of Rancho Santa Fe (California Historic Landmark No. 982).

Z-5 The County appreciates this comment, and it will be included in the record for review and consideration by the decision-making body.

Z-6 This attachment to Comment Letter Z is an undated opinion paper by an unnamed author titled "The Unbalanced Roundabout." The premise of the opinion paper is that a roundabout does not function adequately when there are large differences in the volumes of approaching traffic from the different roadway segments. As explained in response to comment T-5, the model used to analyze the proposed project accounted for imbalance between the traffic volumes at each roundabout approach, and the analysis shows that the project would improve operations at all three project intersections.

The opinion paper postulates that the traffic volumes reported in the Traffic Impact Analysis (TIA; Appendix D to the EIR) are incorrect with regards to cut-through traffic. As explained in Section 2.2.2.2 of the EIR and the TIA, it is anticipated that the project would result in a shift in traffic from local roads to Paseo Delicias due to improved operations along Paseo Delicias. During preparation of the TIA, data was collected along the Paseo Delicias and Lago Lindo corridors and two SANDAG traffic models were prepared, one with the current geometry along Paseo Delicias and the second with the proposed roundabouts. By comparing the two model runs, the amount of Lago Lindo traffic that would potentially shift to Paseo Delicias with installation of the roundabouts was estimated. Since Lago Lindo will remain a viable route to travel through Rancho Santa Fe, it would be inaccurate to assume an even larger shift in traffic from the Lago Lindo corridor to the Paseo Delicias corridor, as suggested by the commenter. Furthermore, traffic that currently uses Aliso Canyon Road to Del Dios Highway/Paseo

Delicias was accounted for in the existing baseline count, and vehicles that use Aliso Canyon Road to El Camino Del Norte to Lago Lindo are already part of the volume that turns from El Camino Del Norte onto Lago Lindo. Therefore, the Traffic Analysis appropriately and accurately accounted for the potential shift in traffic volumes both under existing conditions (“before roundabout”) and with the proposed project (“after roundabout”).

The County has made its best effort at collecting and disclosing the most accurate information possible regarding how the proposed project would affect traffic flow along Paseo Delicias.

The opinion paper questions whether the proposed roundabouts could accommodate the expected traffic volumes. This is thoroughly analyzed in Section 2.2 of the EIR; the result of the analysis is that the proposed project would significantly improve traffic operations at the three project intersections. Also, as explained in response to comment E-2, the roundabouts have been designed to accommodate up to 20,000 ADT. As such, the project would have adequate capacity to accommodate the existing and projected 2030 traffic volumes. The opinion paper goes on to question whether the roundabouts could accommodate 2,000 vehicles per hour. The 2,000 vehicle per hour reference is the capacity of a signal lane at a given intersection and has no relation to roundabout capacity.

Please note that the stated 664 vehicles is not the total number of counted vehicles that enter the Via de la Valle intersection during “the peak hour”, it is the number of vehicles counted traveling westbound on Paseo Delicias at the Via de la Valle intersection (existing traffic, existing conditions) during the AM peak hour as depicted on Figure 2-2 in the Traffic Impact Analysis; and 849 vehicles are the number of vehicles modeled to travel westbound on Paseo Delicias at the Via de la Valle intersection (existing traffic, with roundabouts) during the AM peak hour as depicted on Figure 3-1 of the Traffic Impact Analysis.

Z-7 This attachment to Comment Letter Z is an undated opinion paper by an unnamed author titled “Platooning with Traffic Signals.” The opinion paper proposes that the EIR should analyze platooning in accordance with a study published by the Oregon Department of Transportation. Please refer to response to comment Y-10 with regards to platooning and the method of analysis used to prepare the Traffic Impact Study.

The opinion paper states that 40 mph is the optimal traffic speed for platooning. As stated in Section 1.4 of the EIR, the posted speed limit along Paseo Delicias is 40 miles per hour (mph) west of El Montevideo/La Valle Plateada and 50 mph east of this intersection; and in Section 1.2.1.2 of the EIR, it is explained that no changes to the posted speed limits are proposed as part of the project.

The recommendation for use of Adaptive Traffic Signals is noted and will be included in the record for review and consideration by the decision-making body.

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ATTACHMENT E

STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENT

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT E

STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENT

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, CA 92123**

**Contact: Gail Jurgella Getz, Environmental Planning Manager
(858) 694-3911**

September 2016

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**STATEMENT OF LOCATION AND CUSTODIAN OF DOCUMENTS OR
OTHER MATERIALS THAT CONSTITUTE A RECORD OF
PROCEEDINGS**

**Rancho Santa Fe Roundabouts Project
Rancho Santa Fe, California
SCH # 2007101081
October 2014**

Public Resources Code Section 21081.6(a)(2) requires the lead agency (in this case the County of San Diego) to specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which its decision is based. It is the purpose of this statement to satisfy that requirement.

Locations of documents and other materials which constitute the record of proceedings:

County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
San Diego, CA 92123

Clerk of the Board of Supervisors
1600 Pacific Highway, Room 402
San Diego, CA 92101

Custodians:

County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
San Diego, CA 92123

Clerk of the Board of Supervisors
1600 Pacific Highway, Room 402
San Diego, CA 92101

Project Name:

Rancho Santa Fe Roundabouts Project

Reference Case Number:

1009758, SCH # 2007101081

September 2016

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ATTACHMENT F

STATEMENT OF OVERRIDING CONSIDERATIONS

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT F

STATEMENT OF OVERRIDING CONSIDERATIONS

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
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**Contact: Gail Jurgella Getz, Environmental Planning Manager
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September 2016

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STATEMENT OF OVERRIDING CONSIDERATIONS

**Rancho Santa Fe Roundabouts Project
Rancho Santa Fe, California
SCH # 2007101081
October 2014**

As explained in the Findings Concerning Mitigation of Significant Environmental Effects (Attachment C), the proposed Rancho Santa Fe Roundabouts Project (project) would result in temporary significant effects on transportation and circulation along the Paseo Delicias/Del Dios Highway corridor during construction. The identified mitigation measures include preparation and implementation of traffic control/detour plans, erection of signage, flagging operations, maintenance of access to all homes and businesses at all times, prioritization of emergency access, and a public notice campaign prior to initiation of construction. These measures would reduce the intensity of the temporary effect to the maximum extent practicable; however, the project's temporary effect on transportation and circulation during construction would remain significant.

Pursuant to State CEQA Guidelines Section 15093, the County of San Diego Board of Supervisors (decision-making body) adopts this statement of overriding considerations concerning the proposed Rancho Santa Fe Roundabouts Project's unavoidable significant effects to explain why specific economic, legal, social, technological, or other benefits of the project as proposed override and outweigh its unavoidable impacts. The Board of Supervisors has balanced the economic, legal, social, technological, and other benefits of the project against the project's unavoidable impacts and finds that the unavoidable impacts are acceptable in light of the proposed project's benefits, as described below.

Each benefit set forth below constitutes a separate and independent basis that warrants approval of the project despite the unavoidable traffic impacts during construction, which are not feasible to fully mitigate because of the constraints inherent with construction of this type of intersection improvement on a heavily travelled, narrow, two-lane road. Thus, even if a court were to set aside any particular benefit or benefits, the Board of Supervisors finds that it would stand by its determination that each benefit, or any combination of the benefits, is a sufficient basis for approving the project notwithstanding the significant and unavoidable impacts that would occur. The substantial evidence supporting these benefits can be found in the Findings Concerning Mitigation of Significant Effects, the Final EIR, and in the Record of Proceedings.

The County of San Diego Board of Supervisors finds that the Rancho Santa Fe Roundabouts Project, as proposed, would have the following overriding benefits:

1. Ease traffic congestion at the three project intersections.

Currently, two of the three proposed project intersections along Paseo Delicias (Via de la Valle/La Fremontia and El Montevideo/La Valle Plateada) are all-way stop controlled. The third intersection (El Camino del Norte) is stop controlled only on El Camino del Norte. Presently, vehicles traveling through the project intersections must wait in long queues during peak commute periods and the intersections operate at levels of service (LOS) of C, E and F (with A

representing the best operating conditions and F the worst). By year 2030, all three of the project intersections are all calculated to operate at LOS F. With implementation of the proposed roundabouts project, queuing lengths and delays at each of the project intersections would be substantially reduced, resulting in improved traffic flow in the near term and calculated to operate at the best LOS, A. Furthermore, with roundabouts in year 2030, all three of the project intersections would operate at an acceptable LOS.

2. Improve overall operations along the project corridor and reduce delays on nearby residential streets.

Currently, vehicles traveling along or accessing Paseo Delicias/Del Dios Highway corridor must wait in long queues at the project intersections during peak commute periods. To avoid long waits, some motorists divert onto adjacent narrow residential roadways, which results in additional vehicles on these residential roads and potential traffic conflicts and delays to local residential traffic. With operation of the proposed roundabouts, motorists would experience shorter delays and queues at each intersection, which would translate to an overall shorter travel time along the Paseo Delicias/Del Dios Highway corridor. The addition of bus turnouts at the Via de la Valle and El Montevideo intersections would further improve the efficiency of the project corridor by fully removing loading/unloading buses from the travel lane. Due to the improved roadway operations that would result from the proposed project, a portion of the through traffic utilizing local residential streets would shift back to the Paseo Delicias/Del Dios Highway corridor. This shift would reduce the use of local residential streets by through traffic, which would improve operations on local residential streets for local residential traffic.

3. Maximize safety of project intersections for motorists, bicyclists , pedestrians, and equestrians.

The project design includes improvements to the intersections' geometries that would maximize safety for motorists, pedestrians, equestrians, and bicyclists.

According to 2010 FHWA Roundabout Technical Summary (FHWA, 2010), roundabouts increase safety for motorists in comparison to conventional intersections. Roundabouts have 75% fewer vehicle conflict points (a traditional four-leg intersection has 32 conflict points; a four-leg roundabout has eight). Conflicts are divided into three basic categories for which the degree of severity varies: queuing conflicts (generally the least severe, vehicle running into the back of another vehicle at an approach), merge and diverge conflicts (generally slightly more severe, during joining or separating of two traffic streams), and crossing conflicts (generally the most severe, caused by the intersection of two traffic streams, typically right-angle and head-on collisions); roundabout intersections have no crossing conflict points. Additionally, the most severe crashes typically occur when there is a violation of a traffic control device. Conventional traffic control devices such as stop-signs or traffic signals rely solely on motorist compliance with a sign or light for safety; roundabouts, however, are designed to slow approaching motorists based on geometric features, and therefore, are more effective at conflict reduction than traditional traffic control devices. For these reasons, roundabouts provide very safe intersections for motorists.

Roundabouts improve safety for pedestrians and equestrians compared to conventional intersections. At roundabouts, pedestrians only cross one lane of traffic at a time; this means that they have shorter crossing distances and fewer places to check for conflicting vehicles.

With the addition of the proposed delineated crosswalk markings and in-pavement flashing lights to warn motorists of the presence of pedestrians in the crosswalk, both the pedestrians and motorists can more easily be aware of the other's presence. For these reasons, roundabouts provide very safe intersections for pedestrians. Additionally, since equestrians would use the same crossings as pedestrians, their safety would be equally improved.

Bicyclists would have the option of walking their bicycle at the crosswalks or riding through the intersections with traffic. Riding a bicycle with the traffic through a roundabout would generally be safer than riding a bicycle through a conventional intersection. At conventional intersections with four-way stops or traffic signals, a bicyclist would have to stop with the vehicle traffic. Vehicles are generally able to accelerate from a stop faster than bicyclists, which can result in a dangerous condition for a bicyclist due to faster traffic approaching from behind through an intersection. With roundabouts, the bicyclist could ride through the intersection with the vehicle traffic at a similar speed, reducing the potential for conflicts from large differential speeds. Since roundabouts have fewer conflicts and would allow bicyclists to traverse the intersections at similar speeds as vehicular traffic, or walk through as pedestrians, roundabouts provide safer intersections for bicyclists.

4. Enhance traffic operations in the area without negatively affecting the aesthetic, community character, and historic aspects of the community.

The project intersections have operated at substandard LOS for several years. The typical remedy for such a situation would be installation of traffic signals. However, all three project intersections are located within a California Historic Landmark; currently no traffic signals exist within the historic landmark. Additionally, a contingent of the Rancho Santa Fe community has been opposed to the introduction of new urban features, including traffic signals, so roundabouts were proposed as the preferred solution to improving intersection operations. Any new feature introduced within the historic community has the potential to be inconsistent with the historic landmark designation. Through careful coordination with technical specialists, the roundabouts have been designed consistent with and complimentary to the existing aesthetic, community character, and historic aspects of the community. And, as discussed in Benefit #1 above, with roundabouts, queuing lengths and delays at each of the project intersections would be substantially reduced and all three intersections would operate at acceptable LOS in both the near term and 2030 traffic models.

5. Reduce vehicle emissions.

Vehicle emissions are greatest in stop-and-go traffic and lowest at speeds of 40–55 miles per hour (mph). Implementation of the roundabouts project would minimize stopping and idling of vehicles, and would allow traffic to travel through the intersections at speeds between 15 and 27 mph, thereby eliminating the subsequent need for acceleration from a complete stop. Due to reduced congestion, increased average travel speed, and reduced need for acceleration, the project is expected to result in a decrease of vehicle emissions relative to the existing configuration. This would be a regional benefit as the reduced vehicle emissions would help improve air quality throughout the San Diego air basin.

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ATTACHMENT G

**EXPLANATION OF THE DECISION
REGARDING RECIRCULATION OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT**

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT G

**EXPLANATION OF THE DECISION
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DRAFT ENVIRONMENTAL IMPACT REPORT**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

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September 2016

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EXPLANATION OF THE DECISION REGARDING RECIRCULATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

**Rancho Santa Fe Roundabouts Project
Rancho Santa Fe, California
SCH # 2007101081
September 2016**

Pursuant to California Environmental Quality Act (CEQA) Guidelines, Section 15088.5(a), the County of San Diego is required to recirculate an environmental impact report (EIR) when significant new information is added to the EIR after public review of the Draft EIR, but before certification. Significant new information can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including feasible alternatives) that the project's proponents have declined to implement.

Background: In October 2008, the County of San Diego (County) released the Draft Environmental Impact Report (DEIR) for the Rancho Santa Fe Roundabouts Project for public review and comment. The County received 33 comment letters containing a number of comments on the DEIR, some of which contained requests that additional information be included in the DEIR. After the 2008 public review period, the County determined that lighting would be required to ensure the safety of roundabout users, that an analysis of the lighting and its potential impacts must be included in the DEIR, and that this change to the project description warranted recirculation of the DEIR to allow the public the opportunity to comment on the potential environmental impacts associated with these changes. After the 2008 public review period, the County made numerous revisions to the DEIR to adequately document analysis of all potential impacts. The revisions were largely based on: comments received during the 2008 public review, minor design changes, the addition of lighting, the County's adoption of a new General Plan in 2011, revised County guidelines for addressing greenhouse gases, and revisions to technical studies.

On December 12, 2012, the County released the revised DEIR for the Rancho Santa Fe Roundabouts Project for a second public review that ended on February 28, 2013. During this extended public review period, the County received 26 comment letters. The following public agencies and local organizations submitted comment letters on the DEIR: the State Clearinghouse, California Department of Fish and Wildlife, Native American Heritage Commission, San Diego County Archaeology Society, Rancho Santa Fe Association, San Dieguito Planning Group, and the Hacienda Santa Fe Property Owner's Association. Responses to all comments received during the public review period were prepared and are included in the Final EIR (FEIR). The FEIR is available for review at the County of San Diego, Department of Public Works, Environmental Services Unit located at 5510 Overland Avenue, Suite 410, San Diego, CA 92123.

Decision: No “significant new information” has been added to the FEIR since public notice was given of the availability of the DEIR for public review, and, therefore, recirculation of the DEIR is not required.

Explanation: The County of San Diego provides the following explanation of the decision regarding no recirculation:

CEQA Guidelines Section 15088.5 states that new information added to an EIR is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
4. The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications to an adequate EIR.

General Changes

A number of changes have been made to the FEIR for clarification or amplification purposes, but none of the changes result in the identification of a new significant impact or a substantial increase in the severity of an impact. Examples of information added to the FEIR are described below.

The discussion on the basis for the project’s design was amplified in Sections 1.2.1.2 and 4.1.2.5 to better describe the rationale for the roundabout’s diameters based on Federal Highway Administration (FHWA) Guidelines. A description of how the traffic analysis study area was determined was added to Section 2.2.1.1. Clarification was added to the EIR in Section 3.1.4.1 that the Rancho Santa Fe Irrigation District confirmed that the portion of the flume within the El Camino del Norte area of potential effect (APE) was replaced with an underground pipe, and that the replacement pipeline project mitigated for impacts associated with removal and replacement of the flume. Roundabout design guidance published by the Federal Highway Administration was added to the list of references in Chapter 5.

No Changes to Project and Environmental Setting Since Circulation of DEIR

Attachment H of this FEIR, Review of Existing Conditions within the DEIR, provides a detailed review to determine if changes had occurred to existing conditions, including a review of the existing regulatory framework and the environmental setting since the original preparation of the Draft EIR. Attachment H also evaluates the analysis in the DEIR to determine if any updates were warranted as a result of such changes.

The project and the methods described for its implementation have not substantially changed from the descriptions provided within the DEIR, and no new information of significance has become available that was not known and could not have been known at the time the DEIR was circulated. Moreover, the circumstances under which the project would be undertaken have not changed substantially since the DEIR was circulated to agencies, organizations, and the general public.

Since circulation of the DEIR in December 2012, the San Dieguito Community Plan (previously approved by the Board of Supervisors in August 2011) was updated and considered by the Planning Commission in March 2013 and amended by the Board of Supervisors in April 2013. Policies analyzed in the DEIR were necessarily taken from the August 2011 version of the San Dieguito Community Plan. However, the same policies analyzed in the DEIR are still present in the current (updated) San Dieguito Community Plan. Therefore, the current land use and planning setting is substantially similar to the land use and planning setting described in the DEIR.

The policies analyzed in the public DEIR include the following:

- Perpetuate the present state of rural residential living in the San Dieguito Plan Area.
- Preserve the unique visual character and landscape features of the [Rancho Santa Fe] Covenant area.
- Require that development be compatible with the historic development patterns and California State Landmark designation (the Historic Planned Community of Rancho Santa Fe).
- Road design shall reflect the unique needs of the planning area. Turn radii shall be such that equestrian rigs can be safely accommodated. Also, conflicting traffic movements, such as uncontrolled access and frequent stops, should be minimized.
- Encourage roadside and median landscaping.
- Safely separate pedestrian, bicycle, and vehicular traffic when these modes share rights-of-way.
- Significant natural vegetation should be transplanted from the area of road construction rather than destroyed.
- Retain the narrow rural character of the San Dieguito roads and retain Del Dios Highway and Paseo Delicias as two-lane roads.
- Urban-type street improvements such as gutters, curbs, sidewalks, and extensive street lighting should not be installed because they would detract from the existing, highly desired rural appearance of San Dieguito and be out of character for the community.
- In general, outdoor lighting must be directed downward and screened so as not to be visible from any adjoining property or street.

- If street lighting is required at intersections, utilize alternative types of lighting to minimize spillover onto adjacent properties.

Conclusion

No commenters requested recirculation of the DEIR, and no significant new information has been added to the EIR.

Pursuant to CEQA, recirculation of an EIR is warranted only when significant new information is added to it. New information added to an EIR is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. No new significant impacts would result from the changes, and no mitigation measures were added as a result of the changes to the document. Therefore, the public was not deprived of an opportunity to comment on a new significant adverse effect or feasible way to mitigate such an effect that the project proponent declines to implement. For these reasons, recirculation of the EIR is not required.

ATTACHMENT H

**REVIEW OF EXISTING CONDITIONS
WITHIN THE DRAFT ENVIRONMENTAL IMPACT REPORT**

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT H

**REVIEW OF EXISTING CONDITIONS
WITHIN THE DRAFT ENVIRONMENTAL IMPACT REPORT**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
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September 2016

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Acronyms and Abbreviations

AB	California Assembly Bill
ACOE	U.S. Army Corps of Engineers
ADT	average daily traffic
ARB	California Air Resources Board
BMPs	Best Management Practices
CAGN	coastal California gnatcatcher
Caltrans	California Department of Transportation
CAP	climate action plan
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
CNPS	California Native Plant Society
CO ₂	carbon dioxide
County	County of San Diego
dBA	A-weighted decibels
DEIR	Draft Environmental Impact Report
DPW	Department of Public Works
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
GWP	global warming potential
I-15	Interstate 15
I-5	Interstate 5
IPCC	Intergovernmental Panel on Climate Change
Leq	equivalent noise level
LOS	level of service
Manual	BMP Design Manual
MS4	municipal separate storm sewer system
NAC	noise abatement criterion
NHTSA	National Highway Traffic Safety Administration
NOP	notice of preparation
RAQS	Regional Air Quality Strategy
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SDAPCD	San Diego Air Pollution Control District
TAIC	Technology Associates International Corporation
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
WQTR	Water Quality Technical Report

Executive Summary

The County of San Diego (County) Department of Public Works (DPW) proposes the Rancho Santa Fe Roundabouts intersection improvement project (project) to ease traffic congestion at the following three intersections along Paseo Delicias in the unincorporated community of Rancho Santa Fe in northwest San Diego County:

- Via de la Valle/La Fremontia (Via de la Valle/La Fremontia)
- El Montevideo/La Valle Plateada (El Montevideo/La Valle Plateada)
- El Camino del Norte/Del Dios Highway (El Camino del Norte)

Paseo Delicias is a two-lane road, classified in the County's General Plan Mobility Element as a 2.2A Light Collector, which is heavily used by through traffic during morning and afternoon commute periods for travel between Interstate 15 (I-15) and Interstate 5 (I-5). This high volume of traffic creates long queues at each of the above-listed stop sign controlled intersections. To avoid long waits at these stop signs, some motorists divert onto other narrow residential roadways, creating potential traffic conflicts and delays to residents accessing their driveways. Through coordination with the community, County DPW has identified traffic roundabouts as a potential solution to the congestion issue.

The Draft Environmental Impact Report (DEIR) for the project was circulated for public review in December 2012. This report was prepared to provide a review of the DEIR and identify if changes had occurred to existing conditions, including the existing regulatory framework and the environmental setting, since the original preparation of the DEIR and evaluate the analysis in the DEIR to determine if any updates were warranted as a result of such changes.

Several of the regulations set forth in the DEIR have evolved or been updated and are detailed below in the following issue areas—air quality, cultural resources, greenhouse gas emissions, and hydrology/water quality. However, based on the review conducted for this report, these updated regulations do not affect the analysis or conclusions reached within the DEIR for those issue areas.

In addition, the physical environmental setting of the project alignment has not substantially changed in a manner that affects the analysis or conclusions within the DEIR. As detailed in Appendix M-1, Traffic Analysis—Validation Assessment, average daily traffic (ADT) increased on average by 10 percent over the past four and a half years. As detailed in the DEIR, one of the project's primary objectives is to ease traffic congestion at the three intersections that comprise the project alignment. The traffic analysis in the DEIR concluded that the project would substantially improve the level of service (LOS) at all three intersections. This conclusion remains valid. The traffic impact analysis included a Year 2030 intersection analysis, which assumed a traffic growth rate that has been determined to be acceptable and generally in line with how traffic has increased the past four and a half years. In addition, as further detailed below, the analysis for all issues analyzed within the DEIR remains valid.

Assessment

Biological Resources

Background

Section 2.1 of the DEIR was based on the project's Biological Resources Technical Report prepared by Technology Associates International Corporation (TAIC), which was included as Appendix C to the DEIR. The report contains a description of the biological setting including habitats and vegetation communities in the area of the three roundabouts. Data regarding biological resources present in the project area were obtained through a review of pertinent literature and through field reconnaissance conducted in 2006, 2007, 2008, and 2011. Field surveys consisted of mapping vegetation communities, preparing inventories of the plant and wildlife species observed, observing signs of wildlife and potential wildlife movement corridors, and conducting focused surveys for the federally listed/threatened coastal California gnatcatcher (*Polioptila californica californica*; CAGN).

Additionally, on February 28, March 4, and March 11, 2008, TAIC conducted a formal jurisdictional delineation survey of the project survey area. This was performed to identify and delineate the limits of U.S. Army Corps of Engineers (ACOE) and Regional Water Quality Control Board (RWQCB) jurisdiction pursuant to Sections 404 and 401 of the Federal Clean Water Act, RWQCB jurisdiction pursuant to the Porter-Cologne Water Quality Control Act, and California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Section 1602 of the California Fish and Game Code.

After the initial surveys in 2008, the project footprint was adjusted to accommodate minor alterations to the design. In response, the jurisdictional boundaries, habitat assessment, and wildlife information within the study area were qualitatively re-evaluated in 2011 to assure that the adjusted project footprint would not alter the findings of the previous delineation and surveys.

The study area consisted of the area of potential effect and a 100-foot-wide buffer area immediately beyond the limits of the project footprint of each proposed roundabout, for a total study area of 30.41 acres. For the CAGN surveys, all suitable CAGN habitat within 500 feet of the project footprint of the three roundabouts was included in the survey area.

The DEIR concluded that construction of the roundabout improvements would occur within areas considered biologically sensitive due to the potential presence of raptors or migratory birds, where sensitive vegetation communities exist, and where wetlands and/or non-wetland waters of the U.S. are located. Mitigation measures M-BI-1 through M-BI-6 were proposed to avoid or mitigate all impacts on these sensitive resources. The DEIR determined that implementation of these mitigation measures would reduce all impacts on biological resources to less than significant.

Update

In order to review the current conditions on site, ICF biologist Keoni Calantas conducted a survey of the project footprint on May 25, 2016, between the hours of 8:00 a.m. and 2:00 p.m. Weather conditions consisted of 100 percent cloud cover, 2-3 mile per hour wind, and a temperature of 66 degrees Fahrenheit.

Via de la Valle/La Fremontia: No changes to the vegetation communities mapped in this study area were observed; this site is mapped as mostly developed habitat. Disturbed habitat, coastal sage scrub, and freshwater marsh surround the road to south, while a portion of an artificial freshwater pond is found north of the road. California adolphia (*Adolphia californica*), a California Native Plant Society (CNPS) List 2 species and County of San Diego Sensitive Plant List B species, was still intact within the eastern portion of the study area. The boundaries of jurisdictional waters mapped in the study area are unchanged. No sensitive wildlife species were observed or have the potential to utilize habitat within this portion of the project footprint, including CAGN and Hermes copper butterfly (*Lycaena hermes*). The habitat is considered unsuitable to support CAGN due to the small amount of coastal sage scrub habitat on site, and the high level of fragmentation and relative isolation of these habitat patches, which are surrounded by unsuitable, highly disturbed habitat. No host plants for the Hermes copper butterfly, including spiny redberry (*Rhamnus crocea*), were observed, and therefore this species is not expected to occur on site.

El Montevideo/La Valle Plateada: No changes to the vegetation communities mapped in this study area were observed; this portion is mapped as mostly developed habitat, with some surrounding disturbed habitat and orchard. There were no sensitive plant species observed during the survey. Jurisdictional waters are still absent from the study area. No sensitive wildlife species were observed or have the potential to utilize habitat within this portion of the project footprint, including CAGN or Hermes copper butterfly, for the reasons detailed above.

El Camino del Norte: After surveying the study area, no changes to the vegetation communities mapped were observed. The site is mostly mapped as developed and disturbed, with some scrub oak chaparral mapped in the southern portion of the study area. The three coast live oak (*Quercus agrifolia*) individuals observed in the northern portion of the study area remain intact. The boundaries of jurisdictional waters mapped in the northern portion of the study area are unchanged. No sensitive wildlife species were observed or have the potential to occur, including CAGN or Hermes copper butterfly, for the reasons detailed above.

Conclusion

No changes were observed to the existing conditions of natural resources described in the December 2012 DEIR. Mitigation measures M-BI-1 through M-BI-6 shall continue to be applied and adhered to in order to avoid or mitigate impacts related to the potential presence of raptors or migratory birds, sensitive vegetation communities, and wetlands and/or non-wetland waters of the U.S. Implementation of these mitigation measures would reduce all impacts on biological resources to less than significant.

Transportation and Circulation

Background

Section 2.2 of the DEIR was based on the project's Traffic Impact Analysis (TIA), prepared by Linscott, Law & Greenspan, Engineers (LLG; July 2012), which was included as Appendix D to the DEIR. The traffic analysis uses LOS to characterize traffic movement. LOS is used to denote the operating conditions on a transportation facility (roadway segment or intersection). LOS is a general measurement of several conditions, such as speed, travel time, freedom to maneuver, traffic interruption, and comfort and convenience; and denotes the driver's perception of those conditions. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Operating conditions are typically at their worst during the morning and evening commute periods; therefore, AM and PM "peak hour" trips are used to determine "worst case" traffic impacts on road segments and at intersections.

Existing weekday AM/PM peak hour traffic volumes were collected at the three proposed roundabout intersections to capture peak commuter activity. The peak hour manual turning movement counts were conducted in March 2011. Counts were conducted during both AM (7 a.m.–9 a.m.) and PM (4 p.m.–6 p.m.) peak periods. The AM and PM peak hours are one-hour maximum traffic volume subsets of these peak periods.

In order to forecast future traffic volumes, a traffic model was run with the proposed roundabouts assumed at each intersection. The forecast ADT volumes were then used to calculate peak hour volumes. Some of the model volumes were revised for the analysis to take into account the presence of "cut-through" traffic in the neighborhoods, and to consider that, with installation of intersection improvements, this traffic would be redistributed to Paseo Delicias.

The DEIR identified no significant operation-related impacts with the implementation of the proposed project; therefore, no operational mitigation measures would be required. With regards to temporary construction-related traffic, mitigation measure M-TR-1 stipulates that traffic control plans shall be developed prior to construction of the roundabouts and that they shall be required to meet several criteria identified in the DEIR.

Update

Appendix M-1, Traffic Analysis—Validation Assessment, was prepared by LLG Traffic Engineers on January 28, 2016. The assessment compares December 2015 counts with the April 2011 counts and 2030 forecasted traffic volumes from the traffic impact analysis prepared for the project, dated July 26, 2012.

The average growth rate from the 2011 counts to the projected Year 2030 traffic volumes utilized in the traffic impact analysis was compared to the average growth over the past four and a half years to determine if the trip growth rates are comparable. As shown in Appendix M-1, the traffic study utilized an average annual traffic growth of 1.74 percent.

The average annual growth rate over the last four and a half years was calculated to be 2.1 percent. These two percentages are close in magnitude and therefore the Year 2030 volumes utilized in the traffic study are considered to be still valid.

Conclusion

The existing conditions and subsequent impact analysis within Section 2.2 of the December 2012 DEIR remains valid. Mitigation measure M-TR-1 shall continue to be applied and adhered to in order to reduce impacts related to temporary construction traffic.

Air Quality

Background

Section 3.1.3 of the DEIR was based on the project's Air Quality Analysis Technical Report prepared for the project by EDAW, Inc. in 2008 (Appendix F1). Additionally, the air quality modeling was redone by ICF in December 2011 to account for the latest methods for analyzing air quality impacts.

In comparison to the current intersection configurations, the proposed roundabouts would result in a net decrease in all criteria air pollutants. The project would not result in an adverse increase in long-term emissions and conforms to the State Implementation Plan. Therefore, the project would result in a less-than-significant impact on regional air quality and would not conflict with applicable air quality improvement plans of the County or state.

Construction air emission impacts would not exceed the County trigger levels or the general conformity *de minimis* limits and would also have a less-than-significant impact. Project design measures to control dust and particulates, including diesel particulate emissions, are to be incorporated into the project's construction specifications. In addition, the current operation of Paseo Delicias would not change in a manner that would cause objectionable odors during construction and operation of the roundabouts. Therefore, potential air quality and odor impacts of the proposed project were determined to be less than significant.

Update

Section 3.1.3.1 of the DEIR contains the existing air quality conditions that were applicable to the proposed project at the time the DEIR was prepared in December 2012, including the environmental and regulatory setting. Updated Information is discussed below.

Table 3.1.2 in the DEIR established baseline air quality levels in the project area based on monitoring data collected at the Escondido station for 2008 through 2010. The California Air Resources Board (ARB) has published more recent monitoring data (ARB 2016), which indicates that the monitoring station has observed exceedances of the state and federal ozone and particulate matter standards in the past three years (2013–2015). The San Diego Air Pollution Control District (SDAPCD) has also submitted their Resignation Request and Maintenance Plan for the 1997 National Ozone Standard, which supplements the 2007 plan summarized in the DEIR (SDAPCD 2012). Revisions to the 2009 Regional Air Quality Strategy (RAQS) and publication of an attainment plan for the 2008 eight-hour ozone standard are forthcoming later this year (2016).

Conclusion

None of the updates to the existing air quality conditions or regulations affects the methodology for analyzing air quality impacts, or the significance conclusions reached within the DEIR. Emissions from the project construction would not exceed the County screening level thresholds, and impacts would be less than significant. The project would not generate additional motor vehicle trips and would improve the flow of traffic within the project corridor. Further, no other emission sources are associated with the operation of the project. Therefore, the proposed project would result in a net decrease in emissions, and would, therefore, have a less-than-significant operational impact with respect to federal and state ambient air quality standards.

Cultural Resources

Background

Section 3.1.4 of the DEIR was based on site visits, a review of photographs of the project area, an Historical Resources Evaluation Report prepared by AECOM (March 2012; Appendix G1), a Finding of No Adverse Effect, also prepared by AECOM (June 2012; Appendix G2), and an Archaeological Survey Report prepared by AECOM (March 2008; Appendix H).

The project would not impact the ability of California Historic Landmark No. 982, including the RSF Equestrian Trail Segment and the Paseo Delicias Intersections, to convey its significant historical and architectural associations; therefore, impacts on these three identified cultural resources would be less than significant. In addition, three residential properties within the area of potential effect were determined not eligible for the National Register of Historic Places or the California Register of Historical Resources, including the H.P. and Florence Johnston House; it was determined that the project's potential impact on these properties would be less than significant. In addition, because the project would not excavate beyond five feet, there is no impact as it relates to the destruction of a unique paleontological resource. Based on the results of the records searches, site inspections, and contact with the California Native American Heritage Commission, the project would have no impact on archaeological resources, including prehistoric human remains.

Update

An Updated Cultural Resources Study, included as Appendix N in the Errata, was prepared by staff archaeologist Keshia Montifolca, M.A., R.P.A., of the County DPW. The study updates the previous cultural resources inventory and evaluation identified above. The study update includes: a new record search, a field survey of the project's area of potential effect, and updated site records for archaeological resources and previously recorded buildings.

To summarize the results of the update, regulations that have come into effect since the DEIR was released for public review include California Assembly Bill (AB) 52). AB 52 was approved on September 25, 2014, and requires a lead agency to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project. AB 52 consultation is applicable to projects that have a notice of preparation (NOP) filed on or after July 1, 2015. The NOP for the project was dated October 15, 2007; therefore, AB 52 does not apply to this project.

The current survey revealed that site conditions remained unchanged. Most of the soils were disturbed by plowing, road construction, residential construction, and ornamental planting. As previously determined in the DEIR, the project site is not likely to contain archaeological resources, and archaeological monitoring would not be warranted.

Conclusion

The updated cultural resources record search and field survey determined that site conditions have not substantially changed. As the NOP for the project was issued prior to July 1, 2015, AB 52 does not apply to the project. Therefore, impacts would remain less than significant, as previously determined in the DEIR.

Greenhouse Gas Emissions

Background

Section 3.1.6.1 of the DEIR summarizes existing greenhouse gas (GHG) emissions conditions that were applicable to the proposed project at the time the DEIR was prepared in December 2012, including the environmental and regulatory setting.

The project would relieve traffic congestion and improve traffic flow because the roundabouts would eliminate the need for all vehicles to come to a complete stop, and the project would not increase vehicle trips. The project would improve traffic flow and reduce vehicular emissions. Therefore, the proposed project would not result in a substantial increase in long-term operational GHG emissions. The proposed project also meets the screening criteria outlined by DPW and would comply with the goals and strategies of AB 32, which aims to reduce GHGs to 1990 levels by 2020. Therefore, potential GHG impacts of the proposed project would be less than significant.

Update

As stated in the DEIR, climate change science is dynamic, and much of the supporting data and policies are continuously evolving. DEIR Section 3.1.6.1 indicates that of the 12 years from 1995 to 2006, 11 rank among the warmest. This trend has continued, with 2007 through 2015 all ranking among the warmest years on record (since 1880) (National Oceanic and Atmospheric Administration 2016). The global, national, state, and local GHG inventories have also been updated to reflect changing emissions levels. Table 1 summarizes the most recent GHG inventories.

Table 1. Global, National, State, and Local GHG Emissions Inventories

Emissions Inventory	CO₂e^a (metric tons)
2010 Global GHG Emissions Inventory	52,000,000,000
2013 National GHG Emissions Inventory	6,673,000,000
2013 State GHG Emissions Inventory	459,300,000
2012 County of San Diego GHG Emissions Inventory	34,670,000

Sources: IPCC 2014; ARB 2015; Energy Policy Initiatives Center 2015

^a Refers to carbon dioxide equivalent, which includes the relative warming capacity (i.e., global warming potential [GWP]) of each GHG. Since release of the public DEIR, the Intergovernmental Panel on Climate Change (IPCC) has published updated GWPs in their *Fifth Assessment Report*, which are 1 for carbon dioxide (CO₂), 28 for methane (CH₄), and 265 for nitrogen oxides (N₂O).

With respect to climate change regulations, there are still no binding federal laws applicable to the project. Regulation under the Clean Air Act is currently under development for both existing and new sources. The U.S. Environmental Protection Agency (EPA), National Highway Traffic Safety Administration, and ARB have also issued joint Final Rules for Corporate Average Fuel Economy standards for 2017 to 2025 model year passenger vehicles, which require an industry-wide average of 54.5 miles per gallon in 2025.

There have been a number of developments since 2012 with respect to statewide climate change legislation. The following updates are applicable to the project.

- In 2012, ARB adopted additional strengthening of the Pavley standards (referred to previously as *Pavley II* and now referred to as the *Advanced Clean Cars* measure) for vehicle model years 2017 to 2025.
- ARB approved the *First Update to the AB 32 Scoping Plan* on May 22, 2014. The update focuses on the state, regional, and local initiatives that are being implemented to help the state meet its 2020 emissions target. ARB is currently working on a second update to the Scoping Plan, which will include a 2030 target.
- ARB adopted the final cap-and-trade program for California in 2011. The cap-and-trade program is currently regulating more than 85% of California's emissions.
- Senate Bill 32 and Assembly Bill 197: SB 32 requires the ARB to ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by 2030. The companion bill, AB 197, creates requirements to form a Joint Legislative Committee on Climate Change Policies, requires the ARB to prioritize direct emission reductions and consider social costs when adopting regulations to reduce GHG emissions beyond the 2020 statewide limit, requires ARB to prepare reports on sources of GHGs and other pollutants, establishes six-year terms for voting members of ARB, and adds two legislators as non-voting members of ARB.

At the local level, SANDAG adopted the *San Diego Forward Regional Plan* in 2015, which details steps the region will take to reduce GHG emissions to the state-mandated level established pursuant to SB 375. The County has initiated work on a climate action plan (CAP) that will outline specific activities to reduce communitywide GHG emissions. The CAP and associated environmental analysis is scheduled to be completed in 2017. The County's interim GHG guidance for addressing project-level impacts was released in light of the Supreme Court's decision in *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife, the Newhall Land and Farming Company*.¹

¹ The Court invalidated (in part) the EIR for the Newhall Ranch project because it failed to provide substantial evidence to correlate the statewide GHG target under AB 32 to the project level. The Court suggested several approaches for determining significance of GHG emissions, and mentioned that consistency with long-term emission reduction targets may be needed in the near future.

Conclusion

None of the updates to the conditions or regulations affect the methodology for analyzing GHG impacts, as the project is expected to reduce GHG emissions, as discussed in Section 3.1.6.2 of the DEIR. GHG reductions achieved by the project would facilitate attainment of statewide reduction targets established by B-30-15 (2030) and EO S-3-05 (2050). Accordingly, the proposed project is consistent with the trajectory of statewide climate change planning.

Hydrology and Water Quality

Background

Section 3.1.8 of the DEIR was partially based on the Water Quality Technical Report (WQTR), prepared by Nolte Associates, and was included as Appendix J to the DEIR. The DEIR contains the existing hydrology and water quality conditions that were applicable to the proposed project at the time the DEIR was prepared in December 2012, including the environmental and regulatory setting.

The WQTR analyzed how the project, both during and after construction, would affect drainage patterns and if it would increase storm water pollutants. It also provided recommendations for Best Management Practices (BMPs) in order to minimize potential project effects. The WQTR stated that an increased flow of storm water runoff would occur due to the associated increase in the amount of impervious area. The increase in runoff would be required to be controlled by providing detention on site. This can be accomplished either by oversizing the conveyance swales and controlling the outlets, or by providing underground storage of storm water runoff prior to discharging to downstream receiving waters.

The WQTR stated that treatment control BMPs shall be incorporated into the final design concept to effectively capture and treat potential pollutants from the project prior to discharging off site. Treatment control BMPs that are appropriate for this site include bioswales and infiltration trenches. Drainage inserts and hydrodynamic separator systems were not recommended by the WQTR, as runoff is conveyed above ground in the existing condition and would continue as such after project implementation.

Overall, the DEIR concluded that hydrology and water quality impacts would be less than significant. Implementation of construction BMPs in accordance with the project plans and specifications would ensure that water quality standards and waste discharge requirements would not be violated and that impacts would be less than significant. Based on the construction plans prepared for the project, storm water runoff from the roadway would continue to be conveyed by shallow swales along either side of the road and by culverts at the intersections, resulting in a less than significant impact. Standard BMPs would comply with County permit requirements.

Update

Section 3.1.8 of the DEIR stated that the project would ultimately discharge partially to the San Elijo Lagoon and also to the San Dieguito River, and that both were experiencing impairments to beneficial uses due to pollutants. These water bodies contain pollutants that exceed protected water quality standards and are listed on the State Water Resources Control Board's 303(d) list of impaired water bodies (SWRCB 2010). Placement of a water body and its offending pollutant on the list initiates the development of a Total Maximum Daily Load (TMDL). TMDLs may establish "daily load" limits of the pollutant, or in some cases require other regulatory measures, with the ultimate goal of reducing the amount of the pollutant entering the water body to meet standards.

TMDLs for eutrophic and sedimentation/siltation within the San Elijo Lagoon are anticipated to be completed by 2019, while indicator bacteria was scheduled to be completed by 2015; however, it is unclear from existing data whether this was completed. TMDLs for enterococcus, fecal coliform,

nitrogen, phosphorus, total dissolved solids, and toxicity within the San Dieguito River are scheduled to be completed by 2021.

As detailed in DEIR Section 3.1.8.1, water quality protection standards are enforced through the issuance of numerous permits related to water quality discharge. The project would be required to comply with the most recent water quality standards at the time a construction contract is awarded. The San Diego Regional Water Quality Control Board regulates discharges from Phase I municipal separate storm sewer systems (MS4s) in the San Diego Region under the “Regional MS4 Permit.” The Regional MS4 Permit covers 39 municipal, government, and special district entities (referred to jointly as co-permittees); the County is a co-permittee under the permit.

Since the DEIR was published in 2012, an updated MS4 Permit has been issued. The current MS4 Permit (R9-2013-0001) became effective for co-permittees in the County on June 27, 2013. The 2013 permit is similar to previous iterations in that it identifies waste discharge requirements for urban runoff, although the focus is shifted from establishing minimum action levels to identifying the anticipated outcomes of those actions, thereby allowing co-permittee efforts and resources to focus on achieving identified goals to improve water quality. For development projects, the updated permit places greater emphasis on retention/infiltration of storm water on site, which can affect the selection and design of BMPs. As required by the reissued MS4 Permit, a Model BMP Design Manual was prepared to replace the Countywide Model Standard Urban Stormwater Mitigation Plan, dated 2011. The County’s BMP Design Manual (Manual) includes County-specific guidelines and requirements. The Manual went into effect on February 26, 2016.

Conclusion

The project would be required to comply with the most recent water quality protection standards at the time a construction contract is awarded. Prior to construction, project plans would be reviewed and updated as needed in order to demonstrate compliance with the applicable requirements of the Manual and the MS4 Permit. The review process would verify that storm water management objectives were considered in the project planning process and that opportunities to incorporate BMPs have been identified. The WQTR and DEIR identified multiple BMPs that would serve to effectively capture and treat potential pollutants from the project.

These BMPs may be required to be updated in order to meet the most recent standards at the time the project is ready to be constructed. However, based on the current requirements of the MS4 permit, the detention measures outlined by the WQTR would be able to be accommodated within the project footprint within the DEIR. As is standard practice, in order to ensure compliance with the Manual and associated MS4 requirements, the County would review the final design plans prior to award of a construction contract. Therefore, impacts associated with regulatory compliance of water quality standards would remain less than significant.

Noise

Background

Section 3.1.11 of the DEIR was based on site visits and a Noise Impact Analysis, prepared by EDAW (now AECOM) dated August 2008, and the Addendum to the Noise Impact Analysis prepared by AECOM, dated September 2012 for the project, which were attached as Appendices K1 and K2 to the DEIR, respectively. This section contained the existing noise conditions that were applicable to the proposed project at the time the DEIR was prepared in December 2012, including the environmental and regulatory setting.

The DEIR concluded that construction noise would primarily be generated by diesel engine-driven construction equipment used for site preparation, grading, and paving. Residences nearest the affected intersections would be approximately 80 feet from the center of proposed construction activities. At this distance, average hourly noise levels below 75 A-weighted decibels (dBA) equivalent continuous sound (L_{eq})² would be in compliance with the County Noise Ordinance, and the noise impact would be less than significant. In addition, projected future increases in traffic and the realignment of the flow of traffic closer to some sensitive receptors near the roundabouts would cause an increase of 1 to 3 dBA L_{eq} at the sensitive receptor sites. This increase would be less than 12 dBA and would not cause noise levels at sensitive receptors to equal or exceed 66 dBA L_{eq} ; nor would the noise level increase more than 3 dBA at the receptor sites where existing noise levels are 58 dBA L_{eq} or greater. Therefore, the project's traffic noise impact would be less than significant.

Update

The majority of the regulations applicable to the project have not changed; however, the protocol utilized by the California Department of Transportation (Caltrans) for defining a substantial noise increase has been updated. The Federal Highway Administration (FHWA) defines a noise impact as occurring when the predicted noise level in the design year approaches or exceeds the applicable noise abatement criterion (NAC) specified in Code of Federal Regulations Title 23, Part 772, or when the predicted noise level substantially exceeds the existing noise level. Both of the above criteria are applied to the loudest hourly noise level of the day. The NAC for residential use is 67 dBA L_{eq} . Quantitatively, approaching the NAC is defined Caltrans as within 1 dBA (i.e., 66 dBA), and a substantial increase is defined as 12 dBA or more. Caltrans updated this protocol in 2011. However, for the purposes of this analysis, the federal thresholds are the same (approach or exceed 66 or a 12 dB increase over the existing). Thus, the analysis in the DEIR that was based on this regulation remains valid.

The environmental setting has not substantially changed, and the analysis within the DEIR remains valid. Updated information discussed below is based on the Appendix M-1, Traffic Analysis—Validation Assessment, included in the Errata.

The project's principal relevant noise source is vehicles on the study area roadways. Appendix M-1 outlines the comparison between the 2011 traffic counts, which were used to

² When a noise varies over time, the L_{eq} (Equivalent Noise Level) is the equivalent continuous sound that would contain the same sound energy as the time varying sound.

predict the 2030 future traffic volumes (based on the growth rate of 1.74 percent) and an adjusted growth rate of 1.4 percent based on the comparison between the recounted 2015 traffic counts and the 2030 future traffic volumes. Appendix M-1 shows that the annual growth rate would be lower than originally predicted, and, therefore, the future predicted traffic volumes that were presented in the 2012 traffic study were conservative and represent a worst-case scenario. It should be noted that because traffic has slightly increased, ambient noise within the study area would be expected to slightly increase as well.

Conclusion

As previously, the SANDAG traffic model indicates that there would be less traffic growth than predicted by the earlier model used in the traffic study. Accordingly, there is expected to be less traffic noise than what was analyzed within the noise study and DEIR. As a result, impacts from traffic noise discussed in the DEIR would continue to be less than significant. With respect to construction noise, it is assumed that there would be no changes associated with construction, and therefore the impact determinations remain the same. Likewise, vibration impacts would continue to be less than significant as there would be no operational- or construction-related changes.

Other Issues

The DEIR analyzed other environmental issue areas within Chapter 3, Environment Effects Found Not To Be Significant, including: aesthetics and visual quality, agriculture and forestry resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.

For aesthetics and visual quality, the key views analyzed in the supporting technical studies (see Appendix E1 to the DEIR) were reviewed. The views along the project roadways have not substantially changed since the DEIR was released for public review. Although some landscaping has been trimmed or maintained in a different manner, the views are substantially similar to what was previously analyzed. The regulations have remained the same, thus the analysis in the DEIR remains valid.

On-the-ground conditions for several issue areas, including agriculture and forestry resources, geology, hazards, and mineral resources, would not change unless somehow altered by development or a natural disaster. As the project area is composed of public roadways, development has not occurred; nor has a natural disaster. Similarly, regulations for these issues have not changed since the DEIR was released. Other issues—such as population and housing, public services, recreation, and utilities—typically have impacts if there is a population-generating component to the project, such as a housing development. As the project entails the reconfiguration of existing intersections, the project would continue to have no impacts related to these issues. There are no updates to regulations related to these issues.

With regards to updated regulations, land use and planning regulations (aside from the San Dieguito Community Plan, detailed in Attachment G to the Final EIR) have somewhat evolved since the issuance of the DEIR in December 2012. SB 743 was passed in September 2013; however, it is not required to be enacted until 2017. Transportation analyses under the California Environmental Quality Act (CEQA) typically study changes in automobile delay. SB 743 stated that new methodologies under CEQA are needed for evaluating transportation impacts that are better able to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations. As detailed in the project description, one of the project objectives is to “provide safe intersections for vehicular traffic, bicycle traffic, pedestrians, and equestrians.” The project would generally comply with the intentions of SB 743 and other related regulations as it intends to provide a multimodal network that is safer for cyclists, pedestrians, and equestrians.

In conclusion, each of these issue areas were reviewed and have not substantially changed since the issuance of the DEIR in December 2012. Regulations have not changed in a manner that would change the conclusions reached in the DEIR. For these reasons, impacts would remain less than significant for these issues.

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ATTACHMENT I

MITIGATION MONITORING AND REPORTING PROGRAM

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT I

MITIGATION MONITORING AND REPORTING PROGRAM

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

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September 2016

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MITIGATION MONITORING AND REPORTING PROGRAM

Rancho Santa Fe Roundabouts Project
Rancho Santa Fe, California
SCH # 2007101081
October 2014

Mitigation measures have been identified in the Final Environmental Impact Report for the Rancho Santa Fe Roundabouts Project to reduce or eliminate potential environmental impacts. The County of San Diego is required to implement all adopted mitigation measures for the Rancho Santa Fe Roundabouts Project. To ensure compliance, the following mitigation monitoring and reporting program has been formulated. This program consists of a matrix containing detailed descriptions of the mitigation measures and providing a checklist to ensure that they are carried out.

A mitigation checklist has been prepared for the project. Table 1 summarizes the mitigation measures for the Rancho Santa Fe Roundabouts Project. Information contained within the checklist clearly identifies the mitigation measure, delineates the monitoring schedule, and defines the conditions required to verify compliance. Following is an explanation of the eight columns that constitute the checklist.

- Column 1** **Impact:** An inventory of each impact is numbered and provided with a brief description.
- Column 2** **Mitigation Measures:** Each measure is numbered and provided with a brief description of mitigation to reduce the impact to less than significant.
- Column 3** **Monitoring Activity:** Identifies the County department or other public agency that is responsible for determining compliance with the mitigation measure and for informing DPW about compliance.
- Column 4** **Timing:** The monitoring schedule depends upon the progression of the overall project. Therefore, specific dates are not used within the "Timing" column. Instead, scheduling describes a logical succession of events (e.g., prior to construction, annual) and, if necessary, delineates a follow-up program.
- Column 5** **Responsibility:** Party responsible for ensuring the mitigation measure is completed within the correct timing period.
- Column 6** **Initial:** The monitor verifies completion of the particular mitigation measure by initialing and dating in this column. Where the "Timing" column indicates annual or other ongoing mitigation measures, verification of compliance may not occur until completion of the project. Provision of all required initials within the "Verification of Compliance" column signifies conclusion of the monitoring program.

Column 7 **Date:** The monitor dates the completion of the mitigation measure, which is the same date that Column 6 is initialed.

Column 8 **Remarks:** The status of ongoing and cumulative mitigation measures is to be documented during each visit. The space provided for remarks is obviously too small for the inclusion of the remarks. It is intended that this space be used to indicate whether there are specific comments pertaining to the status of the mitigation measure. If there are additional comments they are to be attached to the checklist. Progress reports are required for the revegetation program. Information provided within progress reports will be helpful in the development of future mitigation programs.

This program is to be adopted by the County of San Diego (County) upon adoption of findings approving a project that results in significant impacts that have been mitigated to below significance, in order to comply with the requirements set forth by Assembly Bill 3180 (Public Resources Code Section 21081.6).

**Table 1
Mitigation Checklist**

Impact	Mitigation Measures	Monitoring Activity	Timing	Verification of Compliance			Remarks
				Responsibility	Initial	Date	
Biological Resources							
<p>BI-1 Two coast live oak trees occur within ornamental landscaping at the Via de la Valle/La Fremontia intersection, one of which is within the project footprint. As currently designed, construction is anticipated to avoid impacts on the coast live oak trees and the root zones. However, there is the potential for significant direct impacts on two coast live oak trees.</p>	<p>M-BI-1 During construction, coast live oak trees and the root zones should be avoided to the extent feasible.</p> <p>Upon the conclusion of construction, a biologist will inspect the coast live oak trees for damage (initial inspection). In the event that impacts on any coast live oak tree (or their root zones) occur, replacement five-gallon coast live oak individuals shall be planted at a 5:1 ratio within the landscaped areas of the proposed project, consistent with the Final Landscape Planting Plan.</p>	<p>DPW will ensure that the coast live oak trees and root zones are avoided to the extent feasible.</p> <p>Any necessary new plantings shall be monitored every two weeks during a 120-day plant establishment period, and shall continue on a decreasingly frequent basis for a minimum of five years, as detailed in the Final Landscape Planting Plan.</p> <p>If replacement plantings are not successful within the monitoring period, new replacement planting must occur.</p>	<p>Final Landscape Planting Plan shall be prepared prior to initiation of construction.</p> <p>The initial inspection shall be performed immediately following construction completion.</p> <p>If replacement plantings are required, they will be monitored for a minimum of five years, as detailed in the Final Landscape Planting Plan.</p> <p>Monitoring will occur until all plantings have been deemed successful.</p>	DPW Construction PM and ESU PM			

Impact	Mitigation Measures	Monitoring Activity	Timing	Verification of Compliance			Remarks
				Responsibility	Initial	Date	
<p>BI-2 There is the potential for significant direct impacts on nesting raptors from vegetation clearing.</p> <p>There is the potential for significant indirect impacts on nesting raptors from excessive construction noise.</p>	<p>M-BI-2 To avoid direct impacts on tree-nesting raptors, vegetation clearing shall occur outside of the raptor breeding season (January 15 – July 15). If vegetation clearing activities cannot be avoided during the bird breeding season, tree-nesting raptor surveys shall be conducted within one week prior to commencement of vegetation removal, and any detected nest shall be flagged and avoided.</p> <p>Potential indirect impacts on tree-nesting raptors due to construction noise shall be avoided by initiating construction activities prior to the breeding season. Subsequent nesting raptor surveys shall be conducted if construction is halted for more than one week at any time during the raptor breeding season. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active.</p>	<p>Pre-vegetation removal and pre-construction tree-nesting raptor surveys would be coordinated by ESU PM.</p>	<p>Vegetation removal shall occur outside of the raptor breeding season January 15 – July 15. Conduct nesting surveys within one week prior to commencement of construction, if required.</p> <p>Initiate construction prior to the raptor breeding season January 15 – July 15. Conduct subsequent nesting surveys within one week prior to commencement of construction if construction is halted for more than one week at any time during the raptor breeding season.</p>	<p>DPW Construction PM and ESU PM</p>			

Impact	Mitigation Measures	Monitoring Activity	Timing	Verification of Compliance			Remarks
				Responsibility	Initial	Date	
<p>BI-3 There is the potential for significant direct impacts on nesting migratory birds from clearing and grubbing activities.</p> <p>There is the potential for significant indirect impacts on nesting migratory birds from excessive construction noise.</p>	<p>M-BI-3 To avoid direct impacts on nesting migratory birds, clearing and grubbing shall occur outside of the migratory bird breeding season (February 15 – September 15). If clearing and grubbing activities cannot be avoided during the breeding season, preconstruction nesting migratory bird surveys shall be conducted within one week prior to start of construction activities.</p> <p>Potential indirect impacts on nesting migratory birds due to construction noise shall be avoided by initiating construction activities prior to the breeding season. Subsequent nesting migratory bird surveys shall be conducted if construction is halted for more than one week at any time during the migratory bird breeding season. If nesting activity is detected on site or within 500 feet of the site, a 500-foot buffer around the nest shall be marked, and construction activity shall avoid the area until the nest has fledged or is no longer active.</p>	<p>Preconstruction nesting migratory bird surveys would be coordinated by ESU PM.</p>	<p>Vegetation removal shall occur outside of the bird breeding season February 15 and September 15.</p> <p>Conduct nesting surveys within one week prior to commencement of construction, if required.</p> <p>Initiate construction prior to the bird breeding season February 15 and September 15. Conduct subsequent nesting surveys within one week prior to commencement of construction if construction is halted for more than one week at any time during the migratory bird breeding season.</p>	<p>DPW Construction PM and ESU PM</p>			

Impact	Mitigation Measures	Monitoring Activity	Timing	Verification of Compliance			Remarks
				Responsibility	Initial	Date	
BI-4 Significant direct impacts on 0.04 acre of coastal sage scrub will result from project implementation.	M-BI-4 Mitigation for temporary impacts on 0.02 acre of coastal sage scrub includes restoration on site at a 1:1 ratio. Mitigation for permanent impacts on 0.02 acre of coastal sage scrub includes offsite habitat conservation at a 2:1 ratio.	DPW will ensure that all temporary impacts to coastal sage scrub are restored on site. DPW will ensure that required mitigation is implemented for permanent impacts.	After construction for temporary impact restoration, and prior to or concurrent with construction for permanent impact mitigation.	ESU PM			
BI-5 Significant direct impacts on 0.005 acre of CDFW and RWQCB jurisdictional non-wetland waters would occur with project implementation.	M-BI-5 Mitigation for permanent impacts on jurisdictional non-wetland waters near the Via de la Valle/La Fremontia intersection shall occur at a 2:1 ratio on site or at a suitable offsite location approved by the resource agencies.	DPW will ensure that required mitigation is implemented.	Prior to or concurrent with construction; if on-site mitigation occurs this can be finalized after construction.	ESU PM, CDFW, RWQCB			
BI-6 Potential significant direct impacts on Federal wetlands and other waters of the U.S. could occur with project implementation.	M-BI-6 These impacts would be avoided by establishing an Environmentally Sensitive Area (ESA), demarcated by orange construction fencing, around the jurisdictional wetlands and waters of the U.S.; and by requiring the construction contractor or personnel to implement a construction education program that will be conducted by a qualified biologist.	ESU will provide a qualified biological monitor to ensure that construction activities avoid this ESA. ESU shall review and approve the Construction Education Program to ensure that construction personnel are informed of the biological constraints of the construction site.	Prior to and during project construction.	ESU PM, Construction PM, Construction Contractor and Personnel, and a Qualified Biologist			

Impact	Mitigation Measures	Monitoring Activity	Timing	Verification of Compliance			Remarks
				Responsibility	Initial	Date	
Transportation and Circulation							
TR-1 Construction activities that would require temporary intermittent full and partial closures of the three intersections would result in a temporary significant direct impacts.	M-TR-1 Develop and implement Traffic Control Plans in compliance with the Manual of Uniform Traffic Control Devices and County standards that: locate flagger stations far enough in advance of the work space; maintain emergency access to all homes and businesses; maintain access to local residences and commercial sites; include a public noticing campaign; implement flagging operations during periods of single lane closure; and implement a formal detour route and plan during closure of the eastbound lane of Paseo Delicias at the El Montevideo intersection.	DPW will ensure that required mitigation is implemented.	The Traffic Control Plan and noticing shall occur prior to start of project construction. The Plan shall be implemented during construction.	DPW Transportation, CIP PM, ESU PM, Construction PM and Resident Engineer			

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ATTACHMENT J

Signalized Intersections Alternative Design Exhibit

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT J

Signalized Interactions Alternative Design Exhibit

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

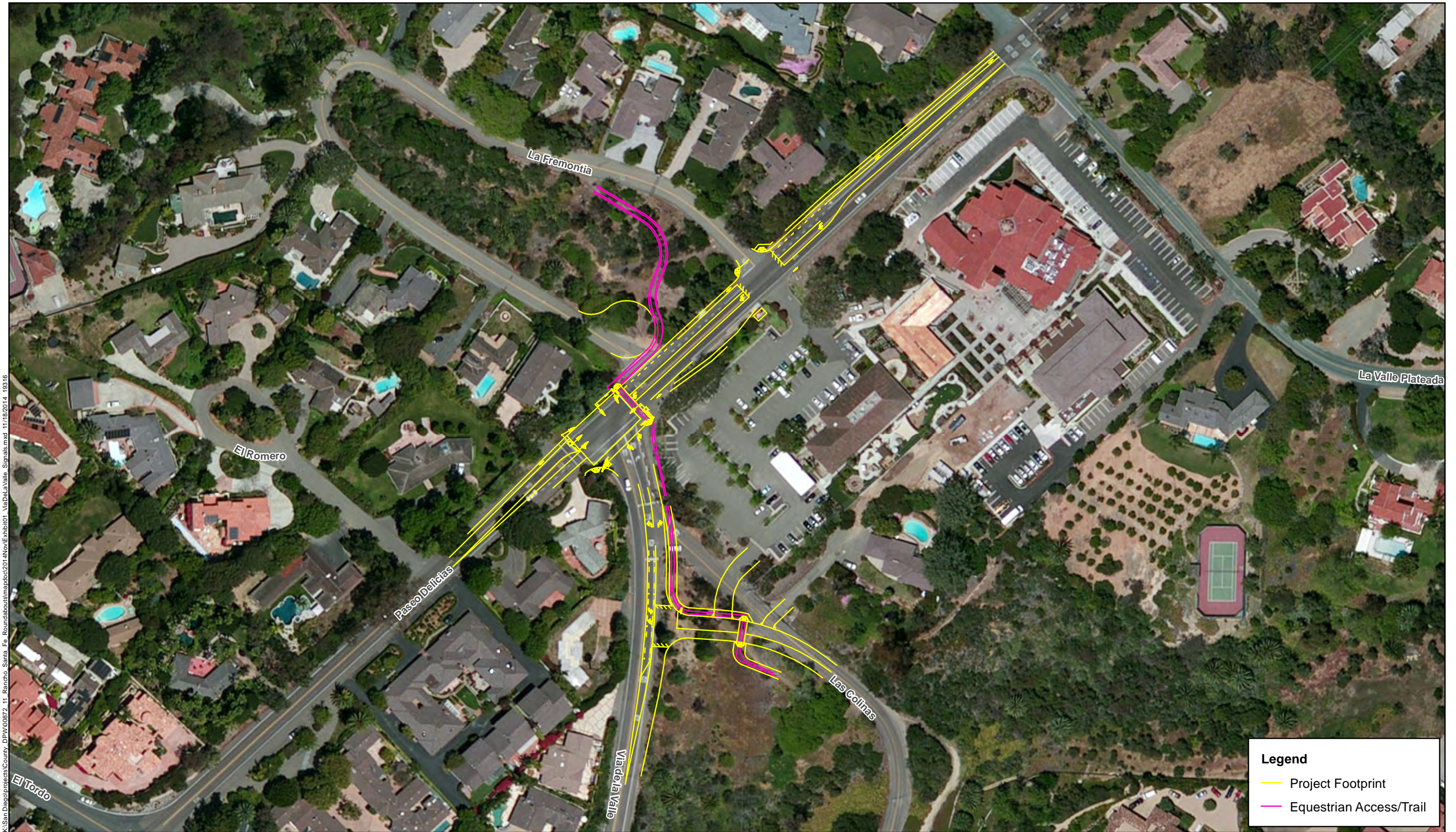
Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, CA 92123**

**Contact: Gail Jurgella Getz, Environmental Planning Manager
(858) 694-3911**

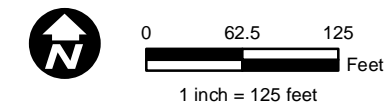
September 2016

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Source: Rick Engineering Company (2014); ESRI Imagery (2010)

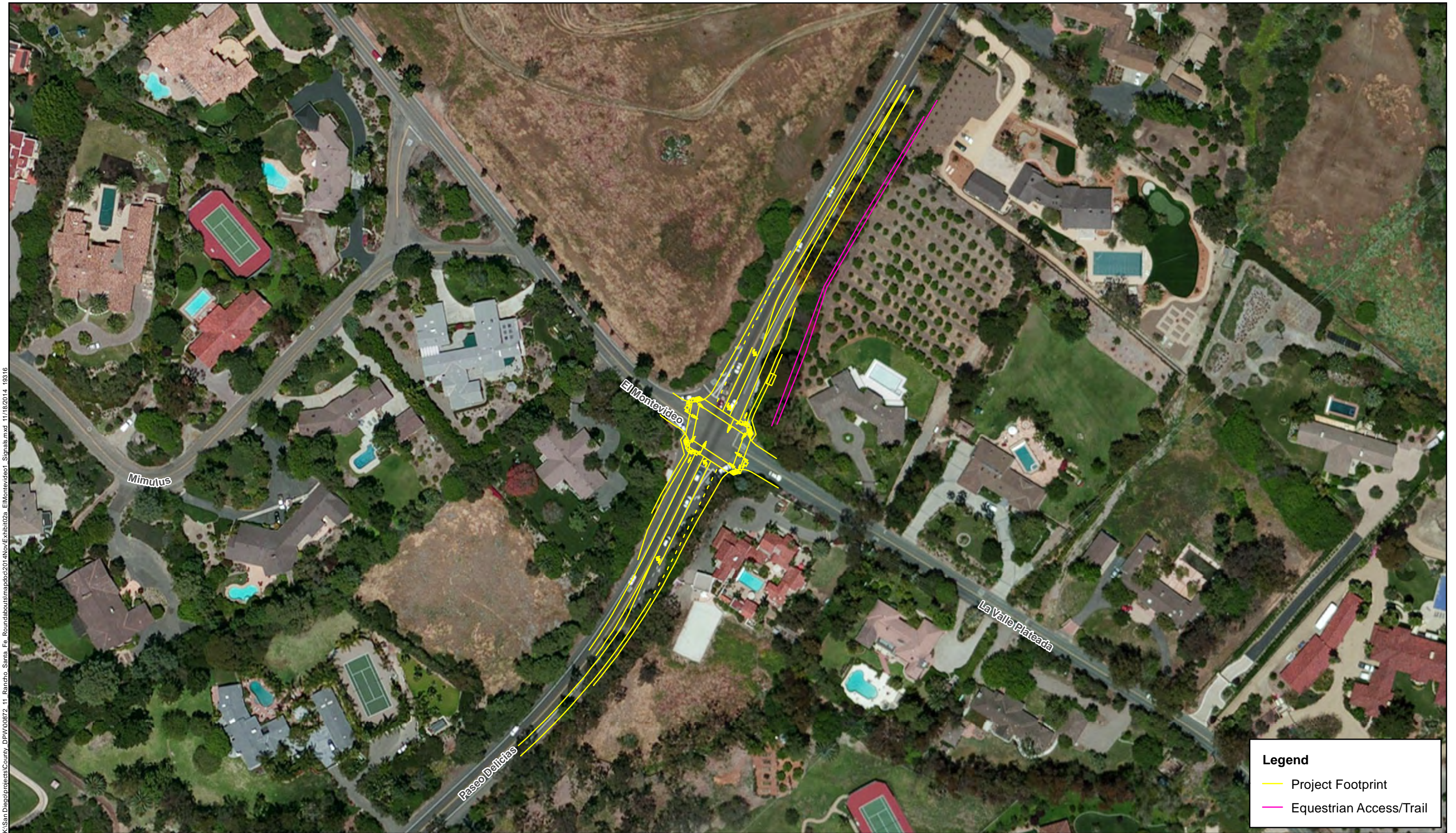


Legend

- Project Footprint
- Equestrian Access/Trail

Exhibit 1
Paseo Delicias/Via de la Valle/La Fremontia Intersection
Rancho Santa Fe Roundabouts-Signals

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Source: Rick Engineering Company (2014); ESRI Imagery (2010)

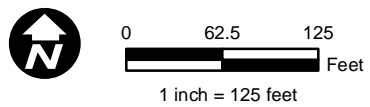


Exhibit 2a
Paseo Delicias/El Montevideo/La Valle Plateada Intersection
Rancho Santa Fe Roundabouts-Signals

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Source: Rick Engineering Company (2014); ESRI Imagery (2010)

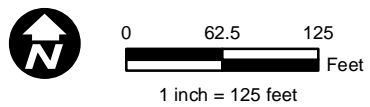


Exhibit 2b
Paseo Delicias/El Montevideo/La Valle Plateada Intersection
Rancho Santa Fe Roundabouts-Signals

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Source: Rick Engineering Company (2014); ESRI Imagery (2010)

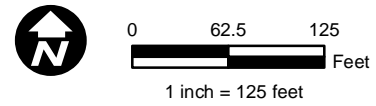


Exhibit 3
Paseo Delicias/El Camino del Norte/Del Dios Highway Intersection
Rancho Santa Fe Roundabouts-Signals

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ATTACHMENT K

LETTER FROM RANCHO SANTA FE ASSOCIATION IN SUPPORT OF THE PROJECT

**FINAL ENVIRONMENTAL IMPACT REPORT
AND SUPPORTING DOCUMENTATION
SCH # 2007101081**

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ATTACHMENT K

**LETTER OF SUPPORT FROM THE
RANCHO SANTA FE ASSOCIATION**

**RANCHO SANTA FE ROUNDABOUTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2007101081**

Lead Agency:

**County of San Diego
Department of Public Works
5510 Overland Avenue, Suite 410
Mail-Stop O-385
San Diego, CA 92123**

**Contact: Gail Jurgella Getz, Environmental Planning Manager
(858) 694-3911**

September 2016

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Heather Slosar, Vice President
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Jerry Yahr, Director
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Fred Wasserman, Director

Bill Overton, PCAM
Association Manager/Secretary



Rancho Santa Fe Association
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Hilary Broyles, Secretary
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Hilary Loretta

Robert J. Green
Building Commissioner

November 9, 2015

Gail Jurgella Getz
Environmental Planning Manager
County of San Diego – Department of Public Works
Mail Stop O-385
5510 Overland Ave., Suite 410
San Diego, CA 92123

SUBJECT: Rancho Santa Fe Community Survey Results Regarding Roundabouts/Traffic Signals

Dear Ms. Getz:

I am writing to provide you with a new recommendation from the Rancho Santa Fe Association Board of Directors for the installation of roundabouts at three intersections along Paseo Delicias at Via de la Valle, El Montevideo/La Valle Plateada and El Camino Del Norte.

First, a bit of history. On May 11, 2015, the Rancho Santa Fe Association (RSFA) wrote to the County of San Diego requesting that "the San Diego County Board of Supervisors not certify the EIR on the above referenced matter and instead embark on a project to install traffic signals at the three intersections subject of the study." The letter was the result of a May 7 RSFA Board of Directors vote based on what appeared to be overwhelming community support for traffic signals via a show of hands/straw poll at an April 29 RSFA Town Hall Meeting attended by more than 150 people.

After the Board vote and letter submission, a group of RSF residents petitioned the Board to reconsider its position and poll the community to ascertain true community consensus. The group's arguments were:

1. While the results of the Town Hall Meeting may have initially appeared compelling, a sample of only 150 respondents was not representative of a community of nearly 2,000 property owners.
2. Individuals who were not RSF property owners may have been inappropriately included in the poll at the Town Hall Meeting.

Given those arguments and concerns about RSF public safety and aesthetics, the petitioners requested that the final decision of the EIR and roundabouts or traffic signals be put to a vote of the entire RSFA membership. In the end, this petition was signed by almost 1,000 RSF residents.

As a result of the petition, the Board agreed to reconsider the matter and survey all 1,937 RSF property owners. A process was defined for providing background information about the issue to residents and gathering input via a survey.

Both the roundabout proponent group and the traffic signal supporters were allowed to write a one-page summary of points in favor of either roundabouts or traffic signals, respectively. RSFA Staff, with the support of County Staff, fact checked the written materials and edited for basic veracity. An RSFA Board Member provided oversight through the review phase. Residents were briefed on the issue and provided further comments at another Town Hall meeting on Sept. 16. The Board approved the survey materials, which were mailed to RSF property owners on Sept. 23. Recipients were given more than a month to review the materials with a return deadline of Oct. 30.

To secure the process, we used sealed secret ballot return envelopes, locked ballot boxes and independent tabulation by a licensed parliamentarian. The Board and Staff believe this process to be reasonable, inclusive, accurate, open, transparent and fair to all RSF property owners.

Survey responses were counted by our parliamentarian and further supervised by Judge David Moon on Nov. 2. The Association received 1,124 survey responses – a 58% response rate.

The results of the survey:

- Roundabouts – 72.68%
- Traffic Signals – 24.19%
- Other – 3.13%

The RSFA Board of Directors reviewed the survey results at its Nov. 5 meeting. Based on the large response and the overwhelming community preference in favor of roundabouts, the Board unanimously voted 6-0 (with 1 Board member absent) to:

1. Overturn its May 7 vote recommending traffic signals.
2. Support the EIR and roundabouts.
3. Formally request that the San Diego County Board of Supervisors certify the EIR and embark on a project to install roundabouts at the three intersections.

Thank you for your attention to this matter and for your patience with RSFA's process.

Sincerely,

Bill Overton, PCAM
Rancho Santa Fe Association Manager/ Secretary

cc: Larry Roberts, RSFA Planner
Murali Pasumathi, County of San Diego Traffic Engineering Manager
Supervisor Bill Horn, County of San Diego Board of Supervisors
Chris Livoni, Land Use Advisor, Supervisor Bill Horn's Office

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